The Literary Digest

(Title Reg. U.S. Pat. Off.)

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

J H George
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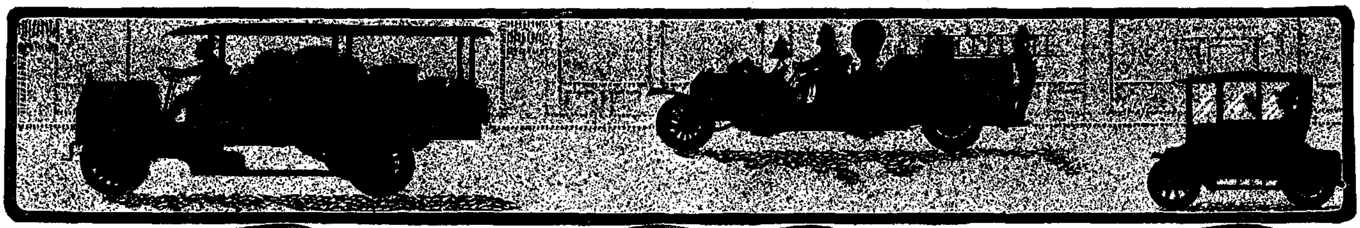

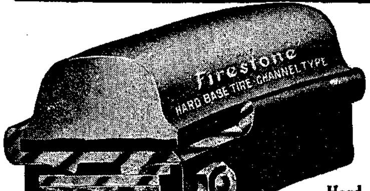
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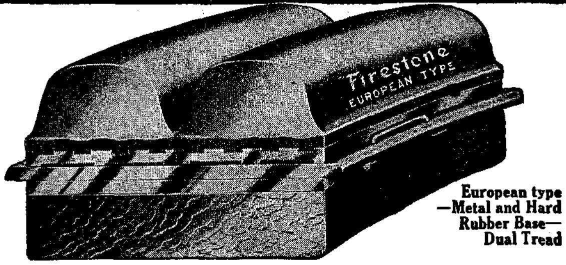
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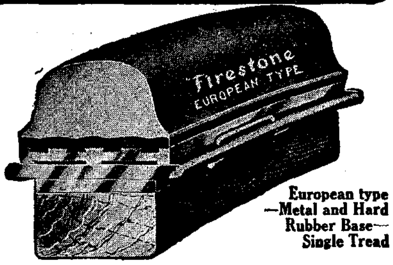
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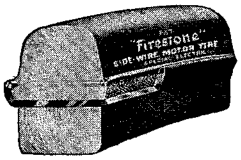
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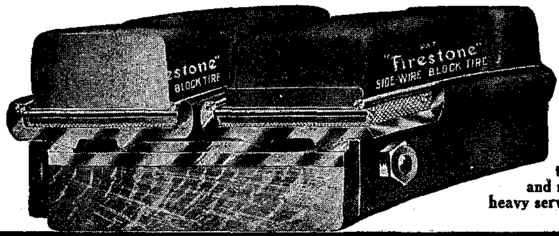
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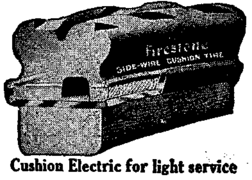
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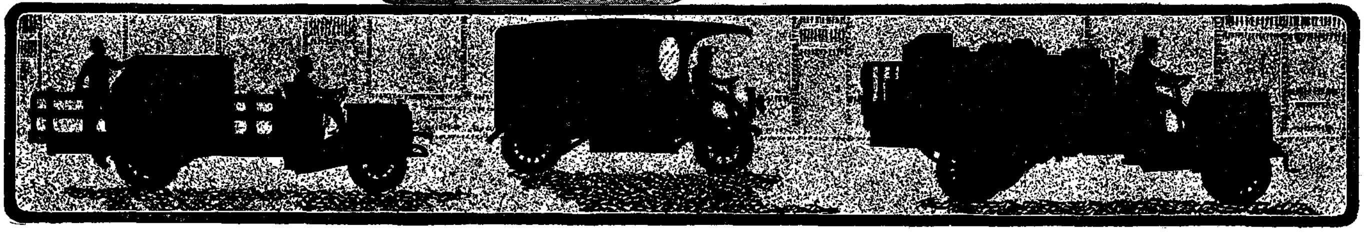

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SYMBOLISM OF THE COVER DESIGN.—The design on our cover this week represents the Spirit of the Age, facing the rising sun, dictating to a writer the events of the progress of the times. It is the work of Miss Clara M. Burd.

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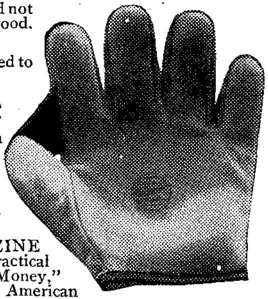
MAY
EDITED BY WALTER CAMP



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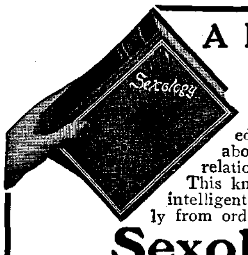

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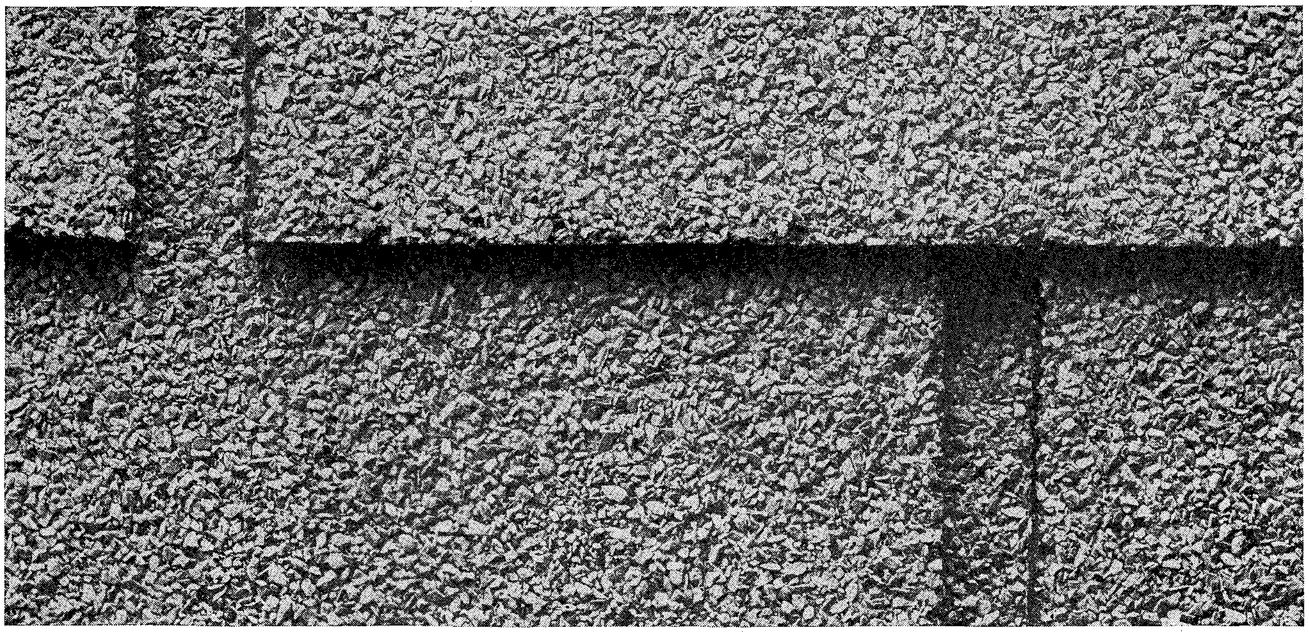

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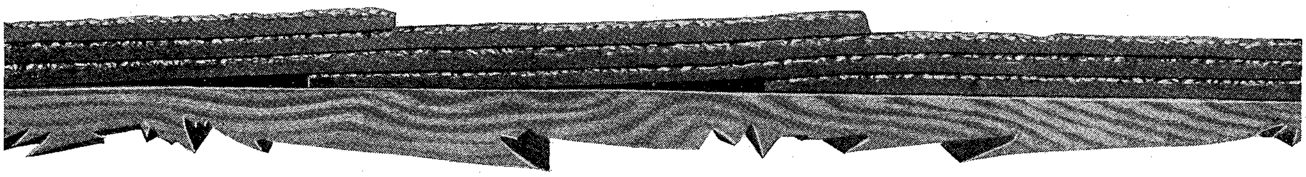

Sectional view showing how Flex-A-Tile shingles are laid. Note the three solid thicknesses of slate covered asphalt—an absolutely tight, weather-proof and time-proof roof

How to Judge, Select, Care for the Motor-Truck

DO YOU KNOW HOW TO SELECT A MOTOR-TRUCK?

As a successful, even revolutionary system of transportation the motor commercial vehicle has passed the experimental era.

Within an astonishingly short period it has been developed into a refined mechanism. So high a degree of efficiency has been attained that further mechanical improvement is now centered largely upon special designs, applications, loading devices and accessories.

While the self-propelled business vehicle is being adopted rapidly, methods of selection and purchase are still crude.

The economics of the new system are not yet upon a scientific basis. This is due to the generally imperfect understanding of the economics of the horse-drawn system.

DO YOU KNOW THE COST OF YOUR HORSES?

No man can estimate the value of a motor truck without exact figures on the cost of his horses. The first step should be to analyze this expense.

Strangely most manufacturers and merchants have only the vaguest understanding of this expense. While every other branch of a great concern may receive the most scientific accounting, the cost of transferring the merchandise is seldom known to a nicety.

Efficiency systems are applied to all other branches of the business. Precise costs are known to the fraction of a cent; yet ask the average factory or store head how much his horse-drawn vehicles cost and he can not tell you. Yet in the average large business few departments are capable of yielding greater efficiency than the transportation department.

Every manufacturer and merchant should get at these figures whether he continues to use horses or adopts motor vehicles.

CAN THE MOTOR-TRUCK SHOW A SAVING?

If your conditions are not exceptional, this analysis of horse and motor transportation will demonstrate for the motor important gains in economy and efficiency. In many cases the showing for motor-trucks is astonishing. Do not ignore the important additional consideration of the altogether new capabilities for commercial expansion afforded by the motor in work which horses can not do.

A DIAGNOSIS OF HORSE OPERATION

A leading truck manufacturer has compiled the following comprehensive "Diagnosis of Delivery Problems." It includes essential facts which must be understood before you consider electric or gasolene wagons.

NATURE OF LOADS AND HAULS

What is your average load? ....
Material ....
Size or weight of average order or unit in a load ....
Average number of stops per load ....
Average distance between stops ....
Average length of trips ....

NATURE OF ROADS TRAVELED

Percentage of paved streets ....
Is route hilly? ....
Average grade, if hilly ....
Do you make worst hills loaded or empty? ....
Condition of streets or grades ....
....

PRESENT EQUIPMENT

How many one-horse wagons ....
Capacity of one-horse wagons ....
How many two-horse wagons ....
Capacity of two-horse wagons ....
How many drays ....
Capacity of drays ....
How many horses altogether ....
How many drivers ....
How many helpers on wagons ....
How many barn men ....

PRESENT COST OF DELIVERY FOR A GIVEN PERIOD

Cost of feeding ....
Cost of shoeing ....
Cost of veterinary service ....
Cost of barn rent ....
Cost of barn help ....
Cost of repairs on rigs and harness ....
Cost of drivers ....
Cost of drivers' helpers ....
Cost of insurance on barn and equipment .....
Depreciation on barn and equipment ....
Total investment in horses, rigs, etc. ....

PREVAILING CLIMATIC CONDITIONS

....
....

NATURE OF BUSINESS

....

NATURE OF DELIVERIES

Retail, Wholesale or Freight Depot Deliveries ....

These costs you will have to figure out for yourself, but you owe it to your business to know them. When the above figures are before you, obtain the figures on trucks. If you don't know which makes are best suited to your needs, write to our Motor-Truck Department, and we shall be glad to advise you.

The engineering departments of any leading motor-truck manufacturer will be glad to study your requirements and give you conservative and reliable data.

CAN THE MOTOR TRUCK SHOW A SAVING?

(Continued from first column)

Many factories and mills are transporting materials by truck which heretofore have been shipped by rail or water. Many merchants have far extended previous delivery zones through the much greater distance-covering capabilities of the motor delivery wagon.

No progressive manufacturer or merchant can afford to ignore this important branch of his business.

The Nation's greatest and most progressive firms have practically banished the horse from their transportation systems. They are saving many thousands of dollars through this change. They are reaching out with transportation heretofore found altogether impossible.

GIVE THE MOTOR-TRUCK A SQUARE DEAL

After your truck has been delivered, much of its success as an investment depends upon the care and intelligence devoted to its operation. As the transportation head of a great packing-house, employing scores of motor-trucks, has said:

> "75% of the success or failure of a truck is due to the driver."

The new truck should be "limbered up" gradually like every other piece of high-grade mechanism. Its maximum service should be never attempted until it has traveled at least a few hundred miles. The truck should receive a square deal.

SEND FOR THE LITERARY DIGEST'S MOTOR-TRUCK SECTION

The Literary Digest is printing this week a separate Motor-Truck Section containing all of the motor-truck and truck-accessory announcements contained in this issue.

In this section are presented first-hand articles by the engineering experts of these companies, treating truck problems, tires, lubrication and the like.

There is also a general article by a specialist on the development, selection and care of the commercial vehicle.

We invite those of our readers who are interested in motor-trucks to write for a copy of the Motor-Truck Section. It will be mailed to any address for the asking.

Address Motor-Truck Department,

The Literary Digest

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The Literary Digest

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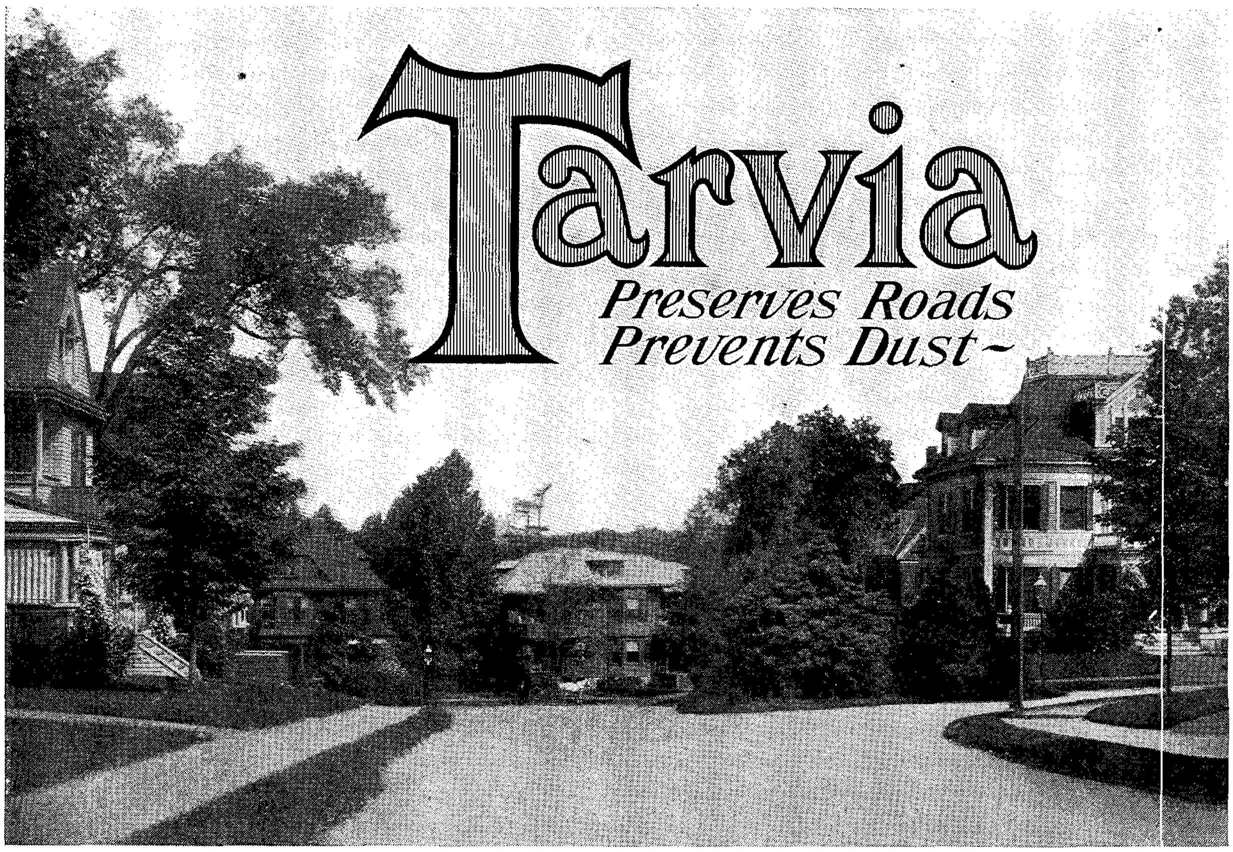

Hunnewell Avenue, Newton, Mass. Roads treated with Tarvia-B.

Newton's Experience with Tarvia

IN Newton, Mass., the Hunnewell Hill District, one of the finest residential sections, was treated consistently for the three successive seasons of 1908, 1909 and 1910 with "Tarvia-B," as a road binder and dust layer, to enable the macadam streets of this beautiful section to withstand automobile traffic.

In the spring of 1911 the roads were still in such good condition that it was not deemed necessary to re-treat them and they successfully passed the season without further attention.

On Washington Street and Waverly Avenue, for example, "Tarvia-B" was used year after year, but each year the amount of Tarvia required to put the road in first class condition has diminished; and during last season the treatment was omitted entirely.

The expense for each application has been low, and the cost has decreased each year. In 1910 it fell below three cents per square yard, and the omission of the 1911 treatment made the annual cost extremely low. Residents are enthusiastic over the appearance of the streets, which are smooth and hard enough to be cleaned with brooms, yet sufficiently absorbent to remain dustless.

In 1906 the automobile had practically ruined the Newton Boulevard, which has long been reserved for automobiles. "Tarvia-A" has been used since 1906 and has brought about great economies.

In the spring of 1910 and again in 1911, after the "Tarvia-A" treatment had been down from three to five years, a foreman and three men did in a week all the repairing necessary on five miles of roadway. The thoroughfare was then in an admirable condition for the summer traffic. No water has been used on the Boulevard since the Tarvia work began, yet it remains dustless and clean at all seasons.

There is nothing unusual about Newton's experience. Scores of localities are reducing their maintenance cost on their macadam streets in the same way. The use of Tarvia has become standard wherever there has been thorough experimentation.

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TOPICS OF THE DAY

PROGRESS OF THE DEMOCRATIC CANDIDATES

THERE IS A CAMPAIGN for the Democratic nomination going on, remarks the Chicago *Tribune*, "but you'd never know it to read the Democratic papers." It is because "all the individual figures in the Democratic campaign are overshadowed" by the two men struggling for the Republican nomination, suggests the New York *Tribune*, representing the other wing of the party in power. Other papers call attention to the fact that, in most of the State preferential primaries, the total Republican vote has been much larger than the Democratic. This may indicate defects in the primary system, think some, but according to the Philadelphia *Press* (Rep.), "it indicates, also, by the lack of interest, that the party voters are not so much possest with the notion that this is to be a winning year with them as some of the party leaders pretend to be." Yes, admits the Indianapolis *News* (Ind.), people have become so "absorbed in the more spectacular fight on the other side that they have almost forgotten that there is such a thing as the Democratic party." *The News*, however, brings forward the general belief "that the Democratic nominee is likely to be elected" to show that it "is high time that the people were giving some attention to Democratic politics."

ONE DELEGATE CLARK IS SURE OF.

Mrs. Annie H. Pitzer, a sister-in-law of Champ Clark, will be one of the twelve delegates from Colorado to the Democratic national convention.

Nor do prominent Democratic leaders and editors seem to feel any serious apprehensions on this score. Indeed, it would be easy to find any number of statements from these men, confidently predicting success over the divided hosts of the enemy, and loudly proclaiming the harmony in their own ranks. Congressman George (Dem.), of New York, for example, sees in the party's consistent attitude on the tariff ample reason for declaring that the Presidency is "almost within its grasp." In Governor Harmon's opinion "there are no present vital questions on which all Democrats do not substantially agree." This statement the New York *World* (Dem.) would amplify as follows:

> "The Democrats of the country are united on the general issue of tariff-reduction. They are united, with rare exceptions, on specific measures of tariff-reduction as passed by the Democratic House.
>
> "They are united against trust monopoly and for trade-regulation by competition.
>
> "They are united in favor of an income tax and placing a part of the Federal expense burden on wealth.
>
> "They are united for the popular election of United States Senators, for publicity in campaign expenditures before elections, for less extravagance in government, for relief of the people from the growing costs of public administration.
>
> "Democrats like Governor Harmon and Mr. Bryan disagree about such innovations as the initiative, referendum, and recall, but they are agreed that these have no part in a national platform.
>
> "Not before in twenty years, not before since Cleveland's last election to the Presidency, has the party been in such accord on the great public issues of the time."

The hesitancy of many Democrats to fall in definitely behind any one of the candidates is far from a discouraging sign, argues *The World* in a later issue. The expected failure of any one of them to come to Baltimore with enough delegates to insure his election is declared fortunate. For, says *The World:*

> "No man is competent at this time to say who the Democratic candidate for President should be.
>
> "No man can know what the Democratic national convention ought to do until he knows what the Republican national convention has done. . . . . . .
>
> "The Republican national convention is to meet in Chicago June 18. The Democratic national convention is to meet in Baltimore June 25, one week later. The sole purpose of holding the Democratic convention after the Republican convention

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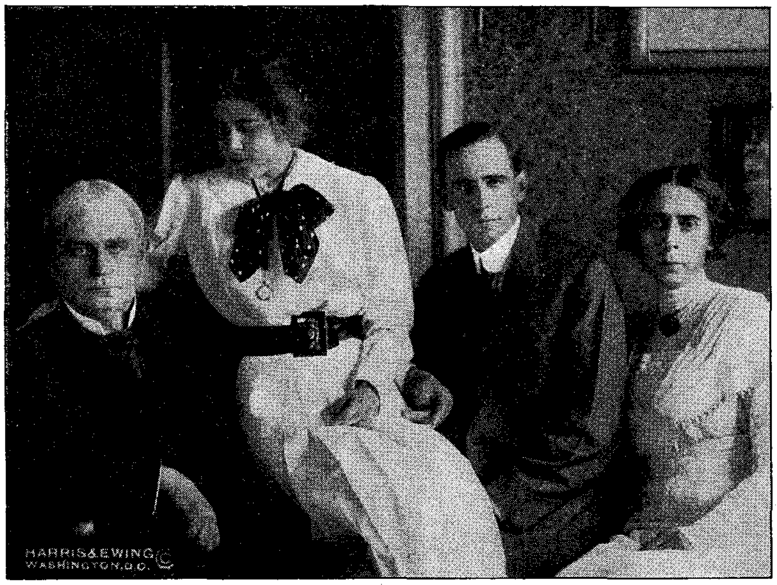
is to enable the Democratic party to meet the political situation created by the action of the Chicago convention. This advantage should not be destroyed by snap-shot decisions in advance of the event.

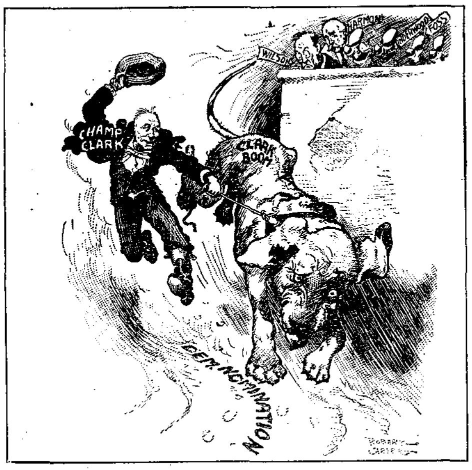
"Mr. Taft's renomination would create a certain set of conditions for the Democratic party to deal with. Mr. Roosevelt's nomination would create a different set of conditions. The nomination of a compromise candidate would create still another set of conditions. Every consideration of political intelligence counsels an open convention at Baltimore, with the delegates free to act for the best interests of the party and the best interests of the country."



SPEAKER CLARK AT HOME.

But to the Rooseveltian Baltimore *News* such counsels are ominous. Here are Democratic papers "openly advising that the Democratic choice be left entirely in abeyance until after the Republican program is known; that a radical be put up if Mr. Taft is nominated, a conservative if the Republican mantle fall on Mr. Roosevelt." And it leads *The News* to the conclusion that, serious as is the Republican situation created by the breach between the President and Mr. Roosevelt, "it is as nothing to the underlying lack of harmony in the Democratic camp."

Results of recent primaries and conventions convince many editorial statisticians that Speaker Clark is in the lead, with his boom still growing apace. Illinois, Massachusetts, and Maryland are notable recent accessions. Next in line is Governor Wilson, who, tho disappointed in the loss of several States to Clark and Underwood, is still expected by his managers to have the largest vote on the first ballot in the convention. The Underwood candidacy is now supported by the 84 delegates from Alabama, Florida, Georgia, and Mississippi. Mr. Underwood's many friends in the North hope to see him secure a considerable number of Northern delegates from the ranks of the uninstructed, or after early balloting shall have disposed of some of the "favorite sons." Governor Harmon's position is thought likely to remain unchanged until after the Ohio primaries. And William Jennings Bryan, still forbidding the use of his name yet still refusing to mount any other band-wagon, is being selected by a growing number of newspaper writers as the probable "dark horse."



MAKES NO DIFFERENCE IF HE IS A HOUN'
HE'S GETTING TOO BIG TO BE KICKED AROUN'.
—Carter in the Boston *Journal*.

Champ Clark is picked by the Washington *Post* (Ind.) as "making a runaway race for the honors." Many editors in the East and North can not understand his strength. The Charlotte *Observer* (Dem.), which looks favorably on the Underwood boom, undertakes to set forth some of the reasons for the Speaker's lead. His long and conspicuous political career, his popularity as a lecturer, his wide acquaintance and friend-winning personality, even his name and features are counted as "factors in the personal equation working for him." Besides this, his "politically purposeful vote on the Sherwood pension steal has boosted him in some quarters," Mr. Hearst's support has aided materially in certain important States, and, finally, having gone into the game, "he has played it keenly, without desperately and lamentably overplaying it, as his present second in the race has done." To this the Brooklyn *Eagle* (Ind. Dem.) adds that—

"Champ Clark's campaign has been conducted on the lines of dignity and self-respect. Where any other lines have been chosen by his supporters, as in the Chicago mix-up, he is exonerated even by his rivals from any responsibility therefor. The 'Houn' Dawg' is a catchy mascot. In Colorado, the plan of electing Champ Clark's sister as one of the delegates was pretty shrewd politics. It means an appeal to a certain sentiment of appreciable value in some sections, and without any consequent weakness anywhere."

His profest supporters have much to say of his character and record, and declare him to be the one Democrat who can unite all wings of the party, and secure the greatest number of recruits from the independents and the dissatisfied Republicans. Yet *The World* insists that he is a weak candidate and that "Champ Clark's nomination would be Democratic suicide." Another important Democratic daily, the Cleveland *Plain Dealer*, finds that "as an actual nominee for President he would be the most vulnerable man nominated since Greeley," while "as President—were his election possible—he would be the weakest man the White House has seen since the foundation of the Government." Nor are the Indianapolis *News* (Ind.), New York *Evening Post* (Ind.), and Richmond *Times-Dispatch* (Dem.) pleased at his growing strength. The Springfield *Republican's* (Ind.) Washington correspondent reports that Clark's weakness as a nominee is acknowledged in the capital, and the New York *Sun's* (Ind.) representative hears rumors that his campaign is being backed by the liquor interests. Other reasons for this distrust are set forth by a watchful Republican editor. The Chicago *Tribune* points to his "absurd break" in advocating the annexation of Canada, and his "insulting" comparison of Cleveland to Benedict Arnold and Judas Iscariot. Furthermore, tho "his hound-dog type of conversation disarms suspicion," his "acquiescence in the prevention of the investigation of the money trust" will "arise to confound him," and in *The Tribune's* opinion he is the real "candidate of the interests."

Governor Wilson's loss of Illinois, Massachusetts, and Maryland to Mr. Clark and of four large Southern States to Mr.

Underwood has been partly balanced by his successes in Pennsylvania and Texas, while his supporters still expect New Jersey and other States to fall in line, and explain that he is the second choice of several "favorite son" delegations. So, while the Louisville *Courier-Journal* (Dem.) and New York *Sun* (Ind.) are singing requiems over the Governor's political bier, sturdy adherents like the Brooklyn *Citizen* (Dem.), Raleigh *News and Observer* (Dem.), Atlanta *Journal* (Dem.), and Houston *Chronicle* (Dem.) are insisting that their candidate is bound to win at Baltimore.

Congressman Underwood's jump to third place in the column of Democratic aspirants naturally delights his Southern supporters. The Atlanta *Constitution* asserts that in putting forward Oscar W. Underwood of Alabama—"the strongest compromise candidate on the horizon"—four great Southern States have ended the era when their geographical location forbade them to name a presidential candidate—

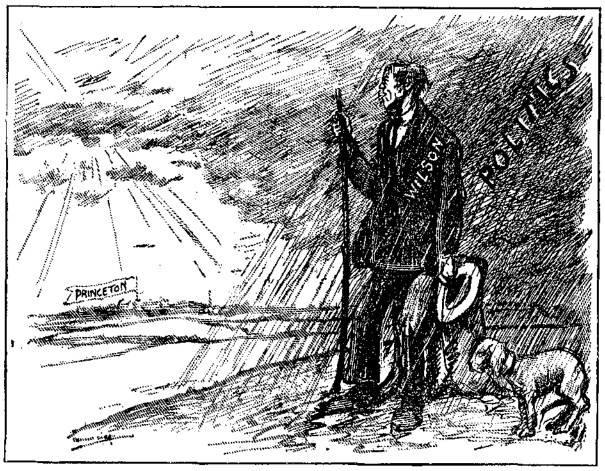
GOVERNOR WILSON AND HIS FAMILY.

> "We have thrown out all save that which is sacred in the gap between 1860 and 1912. Our courage links us once more to those heroic days when Southerners aspired to the Presidency without cringing or apology.
>
> "We are back in the house of our fathers, and we are here, thank God, to stay!"

The Washington *Post* and Cleveland *Plain Dealer*, recognizing the "presidential size" of Mr. Underwood, would be glad to see him start a Northern campaign for delegates. And the Boston *Transcript* (Rep.) would not be at all surprized if he would "yet prove the darkest horse at the Baltimore convention."

In Ohio, where Judson Harmon expects the delegates to rally round their governor, Mr. Bryan and several newspapers, notably the Cincinnati *Enquirer* (Dem.), are savagely attacking him as not "progressive" enough.

Governor Foss, Mayor Gaynor, and others are frequently mentioned as possible compromise candidates, but no other "dark horse" looms up so conspicuously in the press as does Colonel Bryan. Suggestions that he may be temporary chairman of the convention or head of the platform committee are deemed suspicious in some quarters, while in others his refusal to back any one candidate is taken as part of a scheme to secure the prize himself. It is now thought that no choice will be made on the first ballot. Then, after several ballotings, Bryan may come forward or be pushed forward. This, declares the Brooklyn *Eagle* (Ind. Dem.), "is today the greatest peril in sight for the Democratic party."



REGRETS.
—Kirby in the New York *Evening Mail.*

COATESVILLE LYNCHERS FREE

THAT A CONSERVATIVE and aristocratic Pennsylvania community, within only a few miles of the old home of Thaddeus Stevens, the vindictive reconstruction leader, should condone the freeing, in the face of evidence generally considered conclusive of guilt, of fourteen persons accused of burning a negro murderer, may seem next to incredible, but, if we are to accept the almost unanimous opinion of the newspapers commenting on the affair, that is just what happened in the Coatesville lynching case. The circumstances leading up to the lynching of "Zach" Walker last August for killing a special policeman were unfortunately not unusual, but the efforts of the county officials, backed and assisted by State authorities, resulted in a revelation of public sentiment that shocked the judge on the bench. The Brooklyn *Eagle* takes Governor Tener to task for too summary methods in trying to apprehend the offenders, but says that his blunder does not excuse the local authorities or the local jury. The Pittsburg *Gazette-Times* and the Philadelphia *Inquirer* hold local public opinion responsible; and the same view was voiced by Judge William Butler in a statement made from the bench at West Chester on May 2, when Acting District Attorney Gawthrop and Deputy Attorney-General Cunningham asked for a dismissal of seven untried cases following the acquittal of Lewis Dennithorne, the seventh of the alleged lynchers to get a "not-guilty" verdict. Said Judge Butler:

> "My first thought, when I heard of this crime, was that it would be difficult to secure justice for those accused. . . . . .
>
> "Now, I am absolutely convinced that it is impossible to get twelve men in this county, in the methods necessarily to be used for that purpose, who could, no matter what the evidence is, bring themselves to convict anybody who was connected with this offense. I do not say this in criticism, but say it in sorrow.
>
> "At a former term of court we had a double panel of jurors, and they were as good, reliable men as could be found in this county, or could be found in any other county. Six cases were tried, and there was occasion, to say the least, for the jurors, with the most anxious effort, deliberately to consider the proofs and endeavor, under the evidence before them, to determine whether the accused's guilt was proved. They did not do so.
>
> "I do not criticize their verdicts. I criticize the circumstance that they manifestly did not consider the evidence. They did not take time to consider it."

The Gazette-Times makes this severe thrust at Chester County:

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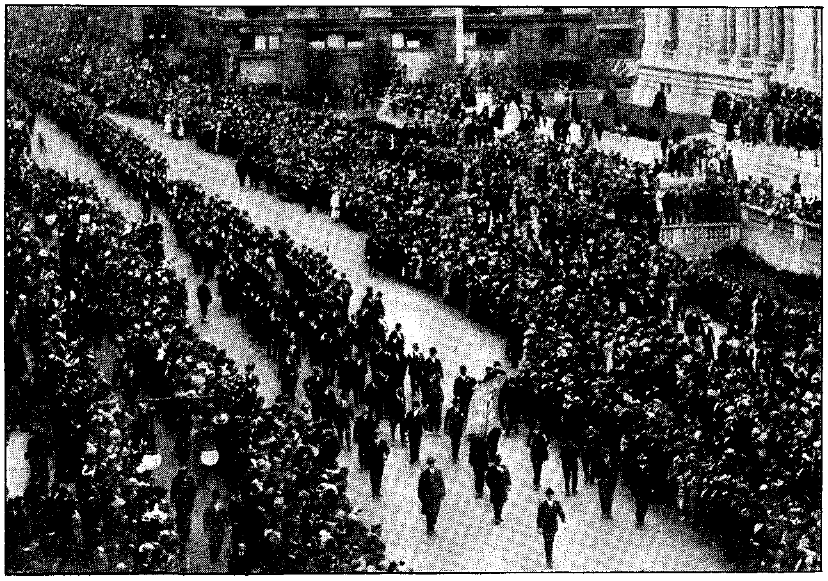
THE WOMAN ON HORSEBACK.

This cavalcade headed the Woman-suffrage Parade in New York—the largest demonstration of its kind this country has ever seen.

"The lynching of Walker was not provoked by that crime which results in so many outbreaks in the South. It was entirely lacking in the alleged justification which is pleaded in extenuation of such tragedies in other parts of the country. Yet, tho trials were held at the county-seat, and not in Coatesville, there was a community interest pervading the entire county which set to work promptly to defeat the authorities and prevent punishment of the guilty."

In the opinion of *The Inquirer*, it may to some extent be true that the jurors showed themselves in sympathy with the accused and condoned the crime of burning Walker, but, it adds, it is not the whole truth, the likelihood being that the jurors did not want to punish a few of the lynchers when they knew that many of them would never be indicted.



"GENTLEMEN UNAFRAID."

More than six hundred men marched to show their sympathy with the cause.

This defense of Coatesville appears in a news-dispatch to the Philadelphia *Public Ledger:*

"While the better class of people here greatly deplore the inhuman crime which cast so much disgrace upon the town, they, at the same time, condemn in no uncertain words the methods employed by the State in conducting the investigation here.

"Detectives in the employ of the State for weeks after the lynching associated the names of leading citizens with the burning, made covert threats of their arrest, and subjected to much annoyance men who knew nothing about the actual facts in connection with the lynching until many hours afterward.

"One of the most prominent men in the borough whom the State detectives privately connected with the lynching was an elder in one of the churches. Another was a prominent borough official, and still another was a Federal official, all of whom knew nothing about the lynching until it was all over.

"Other action that was much resented was the arresting of mere boys and charging them with the crime. While the townspeople admit that there were plenty of boys at the lynching, there were men who planned and carried out the affair whose names have undoubtedly never yet been connected with it."

10,000 WOMEN MARCHING FOR VOTES

WHATEVER ITS EFFECT on the hostile or indifferent legislators at whose obduracy it was aimed, the parade of 10,000 woman-suffragists in New York on May 4 seems at least to have convinced its opponents among the spectators and the press that the movement can no longer be answered with a sneer or dismissed with a witticism. This representative procession of women of all occupations, the largest demonstration of its kind this country has witnessed, was recognized by friend and foe alike as a challenge to the serious thought of the nation. "The problem is very evidently upon us," remarks the Newark *News*, and the Boston *Christian Science Monitor* agrees that "the question of 'Votes for Women' is with the American people as an issue to be dealt with, not flippantly nor superficially, but seriously and patriotically, for the political future of this Republic and the future of democracy are to be largely in women's hands." The New York *Times*, alarmed by the progress of the movement, devotes more than a column of its editorial page to warning its readers that "the situation is dangerous." Women will get the vote, and they "will play havoc with it for themselves and society," declares this paper, "if the men are not firm and wise enough, and, it may as well be said, masculine enough to pre-

THE SOAP-BOX BRIGADE.

Members of this group would drop out of the parade at intervals along the route to plead their cause with the crowd.

vent them." *The Times* maintains that while "there are numberless explanations of the conduct of otherwise nice and womanly women" in parading or otherwise expressing sympathy with the suffrage movement, "there are few that can fairly be called 'reasons.'" Speaking, it assures us, "with a clear vision and firm conviction," this uncompromising opponent goes on:

> "We have said that the ballot will secure to woman no right that she needs and does not now possess. That is a true statement, and we hold that it is not debatable. Woman is thoroughly protected by the existing laws. Her rights as a taxpayer, a holder of property, are not in danger. Her dower rights are scrupulously upheld in the probate courts. In her pursuit of all the privileges and duties of men, however, she is deliberately endangering many rights she now enjoys without legal sanction. She receives honors and privileges which the coarser man will soon learn to withhold from her when she jostles him at the polls. . . . . .
>
> "There were, at most, 10,000 women in yesterday's parade. If their cause triumphs there will be 700,000 women voters in this municipality. Have the 10,000 thought much about the measure of influence they would exert if the whole number voted under the control of their associations and environment and as their intelligence impelled them to?"

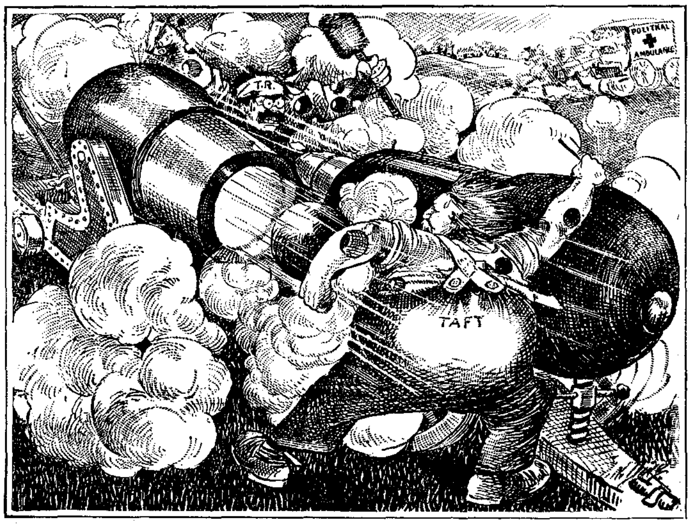
DAUGHTERS OF PORTIA.

The range of the suffrage movement is emphasized by the fact the marchers were recruited from the learned professions, from the arts, and from the wage-workers.

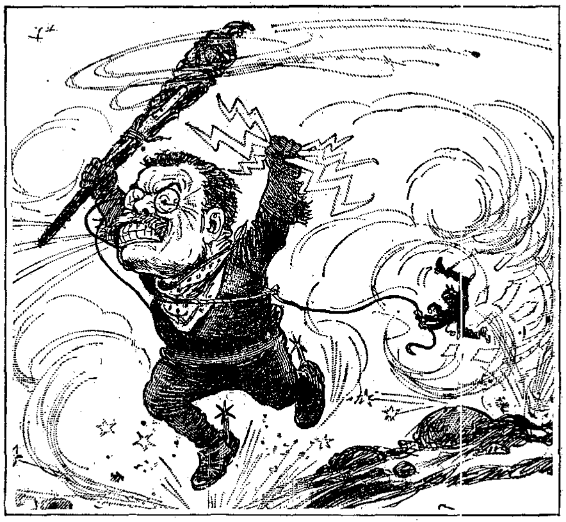
Among both suffragists and "antis" this editorial seems to have attracted a great deal of attention. Many women opposed to the extension of suffrage to their sex have written to *The Times*, thanking that paper for its "strong and timely" warning. The spread of the suffrage movement, writes Alice Hill Chittendon, leader of an antisuffrage organization, is largely due to "a condition of hysteria." Another leader of the "antis," Mrs. Lucy P. Scott, rejoices in the thought that this parade will arouse men to the seriousness of the situation, and she concludes her letter with this invocation: "Because of yesterday's showing we call upon the hitherto indifferent, amusedly tolerant men to stand up and say that this thing shall not be done." "We must choose between our personal ascendency and political equality," writes Mary P. D. Hazard, who wishes the day indefinitely postponed when "the stigma of equality" will be laid upon her sex.

From the New York State Woman Suffrage Association the *Times* editorial draws a formal resolution protesting against its "medievalisms and misrepresentations," and pointing out that, since woman-suffrage is an established fact in many parts of the world, "the theories of reactionaries as to its evils, the railings of ignorance and bigotry, are of no avail in the light of experience and knowledge." "Have women been treated worse the more nearly they have approached equality with men? Do those Asiatics who keep their women in harems show greater chivalry than Americans?" asks Annie S. Peck, the famous mountain-climber, writing to *The Times* in reply to its editorial. She goes on to say:

> "And why not observe those places where women do vote? Forty years in Wyoming! Are women treated worse there than in New York? Twenty years in Colorado! Are they less respected there? Ten years in Australia, and I know not how many in New Zealand! The men from those countries count it a great success and respect women more highly than ever. We have no fear that men will be less chivalrous or respectful. We are willing to take the chance. Justice, the greatest and rarest of the virtues,



SOMEBODY'S LIABLE TO GET HURT IF THEY AREN'T CAREFUL.
—Darling in the New York *Globe.*



SENATOR DIXON "MANAGING" MR. ROOSEVELT.
—Heaton in the Chicago *Inter Ocean.*

PHOTOGRAPHIC HISTORY OF THE UNCIVIL WAR.

is better than chivalry. . . . Usurp the social and civil functions of men? Now, we think that men have usurped the social and civil functions which belong to human beings. We want our share. Must all men be policemen or firemen? Are those who can not fight refused the ballot? Women do not care to fight nor do they believe that men would wish them to, but they can fight, as they have shown in Russia and elsewhere. What they will do is to help onward universal arbitration, universal peace."

"It will be a sad day for the world when the interest of women is centered on politics instead of homes and children," prophesies the Brooklyn *Citizen*, which goes on to explain that "politics is a dirty game, and the reverence which all men have for pure and good women makes them shrink from committing themselves to a policy which, in the light of their own experience, is sure to coarsen and contaminate the sex." And it adds: "The strong-minded and hard-featured woman, as most suffragettes are, repels the male." "May the gods forbid that the time will ever come when there will be women ward heelers," exclaims the Washington *Herald.* Why should the vote be forced upon the twenty-two million women who don't want it by the two million who do? is the question emphasized by Ann Watkins in the New York *Outlook.* "I believe the twenty-two million women feel, as I do, that our greatest strength lies in the accepted fiction of our weakness," says Mrs. Watkins.

Turning to the other side, we find the great preponderance of newspaper opinion friendly to the suffrage movement. "It must now be apparent to all that this movement for liberty, equality, and sorority will not end until all the women are enfranchised," remarks the New York *Independent*, which has supported the cause for over sixty years. "It is difficult to see why the process should alarm anybody of either sex," thinks the Boston *Traveler.* The picture of these earnest marching women "is one which can not but thrill the people of all other countries quite as much as it does Americans," declares the vigorously progressive Pittsburg *Leader*, which believes that "the enfranchisement of women will be the real beginning of actual democracy." It goes on to say: "If we are really to make genuine effort to wipe out special privilege, why not begin by giving votes to women and putting an end to the special privilege of votes for men only?" We could easily fill a dozen pages with editorial expressions of good will toward the cause and of faith in its ultimate triumph. "Women are going to have their say in the laws that rule them and their children, and nothing will stop it," declares the New York *Evening Journal*, and this conviction is shared without misgiving by a large section of the press.

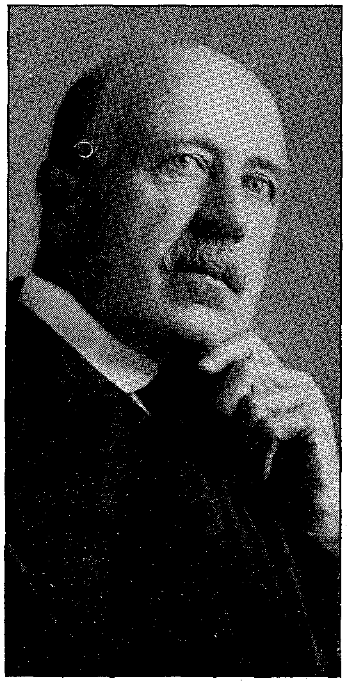
DOUBTS ABOUT THE COMPENSATION BILL

THAT ONLY FIFTEEN United States Senators could be found to vote against the Sutherland-Brantley Bill may be sufficient proof of the convincing quality of the arguments advanced by the men who framed the measure, the President who urged its passage, and the labor and other organizations which have put themselves on record as favoring it. But it does not conceal the fact that serious criticisms of this particular device for compensating injured workmen have been coming from those who might be expected to approve it, and who do approve the thing it stands for. The provisions of the Sutherland Bill, which was carefully drawn by a specially appointed and supposedly expert commission, were outlined in our issue of March 2. As our readers will remember, such common-law defenses as the fellow-servant and contributory-negligence doctrines are done away with, expensive and delaying litigation is cut off, and a definite compensation scheme is worked out. The measure applies to common carriers in foreign and interstate business and in the District of Columbia, and supersedes and is exclusive of all other State and Federal laws on the subject. Its advocates, including Senators Root and Chamberlain on the floor of the Senate, contend that it is admirably fitted to accomplish the ends desired and if passed "will be a benefit not only to the laboring men and the industries in which they are employed, but to the people of the country as a whole."

The House ought to follow the Senate in passing it, thinks the Springfield *Republican*, for—

> "The Sutherland-Brantley Bill has received powerful and wide-spread indorsement. The National Civic Federation has made great efforts to promote its prospects of enactment. It has been strongly approved by the Brotherhood of Locomotive Engineers, the Order of Railway Conductors, and the Brotherhood of Railway Trainmen. The bill was framed after exhaustive study of English and German legislation on the same subject and, within the limitations of our dual system of government, it applies all the best features of foreign systems to our interstate railroads. . . . With such a law on the Federal statute-book, there would be during the coming presidential campaign very tangible evidence that, under the American system of government, notwithstanding its constitutional checks and balances, progressive legislation, in behalf of the toilers and demanded by the spirit of the age, can be secured without delays that become intolerable to all decent and disinterested people."

But the New York *American*, a newspaper which can generally be depended on to take a firm stand on behalf of the working people, "appeals to the Democratic House of Representatives to stop the progress of this bill until the workmen's side of the case has had a more considerate hearing." Likewise a number of the Senatorial opponents of the Sutherland Bill, all Progressives, urge delay for the same reason. Senator Reed wants the labor-organizations of the country to get "a fair opportunity to examine it." Senator Hoke Smith thinks some of the new remedies provided are "difficult and circuitous" and that the abolition of old remedies works against the real interests of railroad-workers. Other objections are: that the heavy insurance will compel railroad men to increase their cost of living; that the present Employers' Liability Act is displaced; that litigation is taken from the State courts and put finally into the hands of one man; that there can be no State provision to supersede or supplement it, and that all that can be recovered is what this Act provides for; and, finally, to quote the Atlanta *Journal of Labor*, the maximum damages allowed "are grossly and grotesquely inadequate." *The Journal of Commerce* at one time denounced the Bill as unfair to the railroads, but it later admits that there has been little opposition to it from this source; which is one of the things to convince the New York *American* "that the railroad officials had the ear of the commission and that the railroad employees had not."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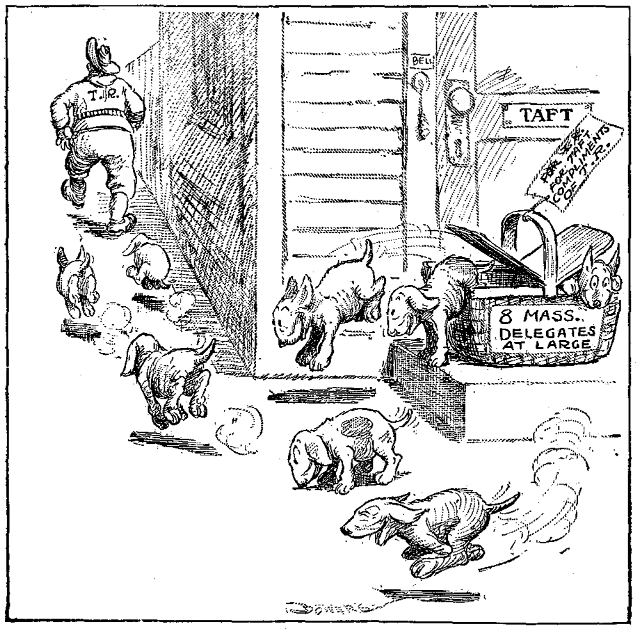
JUDGE ROBERT W. ARCHBALD.

The theory of this legislation, the New York *World* believes, "is bound to become more and more a definite policy of government." In essence, it is "that the industrial worker should receive some compensation for his injuries corresponding to the soldier's pension for wounds incurred in battle." *The World* quotes Senator Chamberlain's vivid statement in debate that "every six minutes, day and night, a railroad employee is killed or injured, and every two hours one is killed," and goes on:

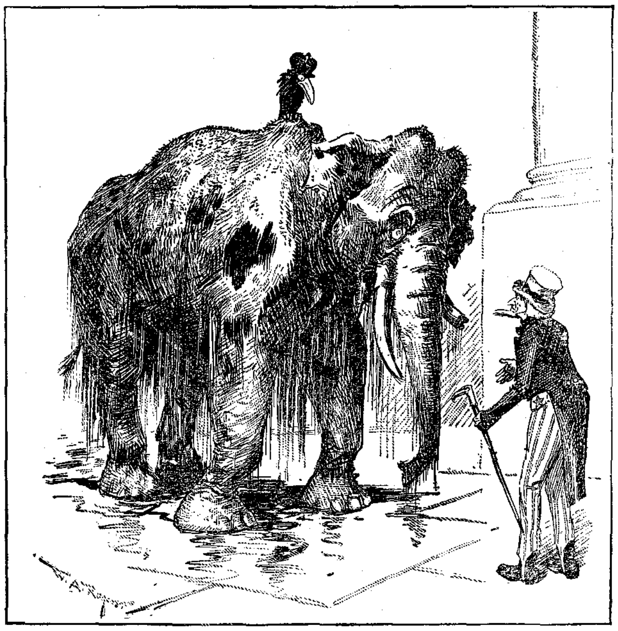
> "When men in war are killed or wounded in such numbers the whole nation hangs breathless on the news from the front. Yet the greater disablement of men in peaceful industry excites only a casual interest, tho it goes on year after year with a *mounting list of the killed and maimed. And not only on the* railroads but in the mines, shops, and factories the country over do the appalling casualties of peace occur. In one year, *among the* 5,600,000 *male industrial employees* in the United States, 208,300 suffered death or temporary disablement, 34,785 were permanently disabled, and the ratio of accidents was *practically double that among employees* in mercantile pursuits.
>
> "Inventors of machine-guns and rapid-fire cannon have been charged with increasing the carnage of war. Not so much account has been taken of the increase of industrial carnage due to mechanical invention. Yet the inventors of the dynamo and the trolley-car, of the locomotive and of all the machinery of modern industry are responsible for an enormous multiplication of the hazards of employment. With every step in inventional progress, life is made less safe for the operative, and it is only within very recent times that the recognition has come of society's duty to protect its members and indemnify them against the mortality of industry as much as to satisfy their claims for disability in war."

JUDGE ARCHBALD UNDER FIRE

WHETHER the charges against Judge Archbald lead to impeachment proceedings or not, they seem to many papers to have sounded the knell of the United States Commerce Court. Scarcely had the House Judiciary Committee begun its investigations of these charges when the House voted, 120 to 49, to abolish this new and never popular court, of which Judge Archbald is a member. According to the Progressive press this case is disquieting to the Taft Administration in particular because the Commerce Court is regarded as a Taft creation, and to conservatives in general because it will give fresh impetus to the demand for the recall of judges. Whatever else comes of it, remarks the Philadelphia *North American* (Prog. Rep.), "it will have served as an illuminating example of how not to cultivate respect for the judiciary."


T.R.
BELL
TAFT
FOR ~~T.R.~~ FOR TAFT COMPLIMENTS OF T.R.
8 MASS. DELEGATES AT LARGE

WON'T STAY PUT.
Bowers in the Jersey City *Journal*.



"WHERE IN TARNATION HAVE YOU BEEN?"
—Rogers in the New York *Herald*.

PRELIMINARY RETURNS.

And in the Boston *Journal*, another Roosevelt paper, we read:

> "Judge Archbald was appointed to the United States Commerce Court upon the recommendation of Senator Penrose. The appointment was protested vigorously from Pennsylvania as unfit. But it went through. Mr. Penrose called for it most urgently; privilege supported him. At that time Mr. Penrose was expected to be able to deliver the delegates from Pennsylvania to any presidential candidate he supported.
>
> "The other phase of the case is that it swiftly brought to the minds of the plain people the effectiveness of the judicial recall in case of grave irregularities on the bench.
>
> "The Commerce Court's injunctions, holding up the orders of the Interstate Commerce Commission, have raised the sharp question if it were not exceeding its jurisdiction. If the court had been created to protect the railroads against the expanding powers of the Interstate Commerce Commission it could hardly have acted differently. Now, if a member is profiting by his relations with the railroads the vicious circle is completed in astounding fashion! The recall may be 'revolutionary'; the protection it would put in the hands of the people is obvious."

The first witness before the investigating committee was Edward J. Williams, a coal-speculator of Scranton, Pa., and a former working partner of Judge Archbald. Altho apparently a friendly and reluctant witness, the whole trend of Mr. Williams' testimony was to show that Judge Archbald had sought to capitalize his position on the bench in financial operations with the Erie Railroad and others. The points brought out on the first day of the hearing are thus summarized by the Washington correspondent of the New York *World* (Dem.):

> "1. That W. P. Boland was a party to litigation in Pennsylvania; that Williams asked Boland to discount a note for $500 signed by Judge Archbald; that Boland refused to sign the note and lost the suit, and that Williams afterward told Boland he would have fared better in court had he obliged the jurist with the money.
>
> "2. That Williams and Judge Archbald sought to purchase from the Erie Railroad culm banks for $4,500, which they afterward contracted to sell to an electric railway for $35,000; that the agent of the Erie refused to deal with Williams until Judge Archbald saw Vice-president Brownell of the railroad, when the deal was closed.
>
> "3. That while this deal was pending with the Erie, Judge Archbald reminded Williams that the Erie Railroad was interested in the New York lighterage cases, which were then before the United States Commerce Court for adjudication, and that he (Archbald) would pass upon the cases.
>
> "4. That through the Erie transaction Judge Archbald appeared in the contracts as 'a silent party,' and that only the agent of the Erie and the partners were supposed to know that Archbald was the 'silent party.'"

Other commercial transactions by Judge Archbald are being brought under review by the investigating committee, but at the time we go to press these additional charges have not been very clearly defined. If the investigation results in impeachment proceedings, writes the Washington correspondent of the New York *Sun*, the present session of Congress may drag through the entire summer. "Whatever the merits of the question," the same correspondent goes on to say, "it is a matter of common gossip in Washington that certain persons are trying to make political capital out of the proceedings against Judge Archbald." To quote further:

> "It is regarded as significant that public attention was first directed to the charges by newspapers acting in the support of Colonel Roosevelt. Further, the resolution calling for the papers in the case was offered by Representative Norris, the insurgent leader, a close friend of Colonel Roosevelt and a bitter opponent of Mr. Taft since the beginning of his administration."

"The Archbald case is a roorback," suggests the Washington correspondent of the New York *Tribune* (Rep.), who finds it the opinion of many politicians on both sides of the House that "the persons who preferred the charges were more inspired by a hope to injure President Taft than by a desire to purify the bench." The Judge's defense, according to another correspondent, will be that he is the victim of a conspiracy.

The charges against him were brought to the attention of President Taft in February, by Commissioner Meyer of the Interstate Commerce Commission. The President referred the matter to Attorney-General Wickersham, who, after "careful investigation," advised laying the evidence before the House Committee on the Judiciary. Many correspondents seize the occasion to glance back over Judge Archbald's known record, and from their surveys we gather the following facts:

> Twenty-one years ago, when a partner in the Amity Coal Company, he was charged by the Supreme Court of Pennsylvania with so conducting his business that it was "an evasion of the law and a fraud upon the public." Altho he lost all he had in this venture, he "continued to rise in power through the influence, first of Quay, then of Penrose." In the same year that his Amity Coal Company failed (1885) he was appointed a judge of the Pennsylvania Court of Common Pleas, and six years later he was made a United States District Judge. On the creation of the new Commerce Court in 1910 President Taft nominated him for that body, but he did not take his seat until more than a year later. In July, 1911, Judge Archbald let the eighty-odd self-confest members of the Wire Trust pool off with fines of from $1,000 to $1,700 apiece, fining the organizer of the pool, E. E. Jackson, Jr., $45,000. Commenting on this sentence, Attorney-General Wickersham said: "I can't understand Judge Archbald's not sending Jackson—that quack doctor of the law—to jail. He fined him less than one year's profits from his dishonest and criminal practises." In the same month Judge Archbald sent Dionysius Pollas, a $2,500 smuggler, to jail for three months, and let off Hugo Rosenberg, an alleged $1,400,000 smuggler, with a $25,000 fine.

TOPICS IN BRIEF

The Massachusetts voters "meant well, but meant well feebly."—*Boston Traveler.*

Senator William Alden Smith has not yet been subpenaed by Lord Mersey.—*Philadelphia Record.*

The Democratic party is at last in line for congratulations on the fact that it has no ex-President.—*St. Louis Times.*

In Georgia convicts get thirty days' vacation each year for good behavior. That is more than honest men get up North.—*Philadelphia Inquirer.*

"Roosevelt says that if he is beaten this year he will run again." This appears to complete the Colonel's annexation of Bryan's policies.—*New York Evening Post.*

Still, it isn't so bad if you'll just average it with what Will and Theodore were saying about each other in the pre-convention campaign of four years ago.—*Newark Evening News.*

"Opportunity is knocking at the door of the Democratic party," says an exchange. But there is so much knocking going on inside the door that "Opportunity" may not be heard.—*Cleveland Leader.*

We are enabled to make the exclusive announcement that the report that Senator William Alden Smith has been offered the chair of navigation at the Annapolis Naval Academy is premature.—*Washington Post.*

There is a suspicion that a judge of the Commerce Court was too commercial.—*Philadelphia Record.*

It must be admitted, however, that the American type of presidential primary is better than the Mexican.—*Boston Traveler.*

The world hopes that the peace movement in Mexico will not produce two new rebel chiefs for each one pacified.—*St. Louis Globe-Democrat.*

The nomination of Charles E. Hughes for President would be one form of the recall of judges to which Mr. Roosevelt would hardly subscribe.—*New York Evening Post.*

When the campaign is over, the fighting qualities of T. R. might be utilized to good advantage by putting him in charge of the movement to swat the fly.—*Kansas City Journal.*

Every time we print one of our thoughtful editorials on the virtue of modesty, some earnest progressive threatens to stop his subscription if we don't quit our brutal attacks on Colonel Roosevelt.—*Columbus Ohio State Journal.*

Upon the door of the stateroom which Mr. Ismay occupied after he had been received on board the *Carpathia* was fastened a card bearing the inscription: "Please Don't Knock." Mr. Ismay should have saved the card.—*Chicago Record-Herald.*

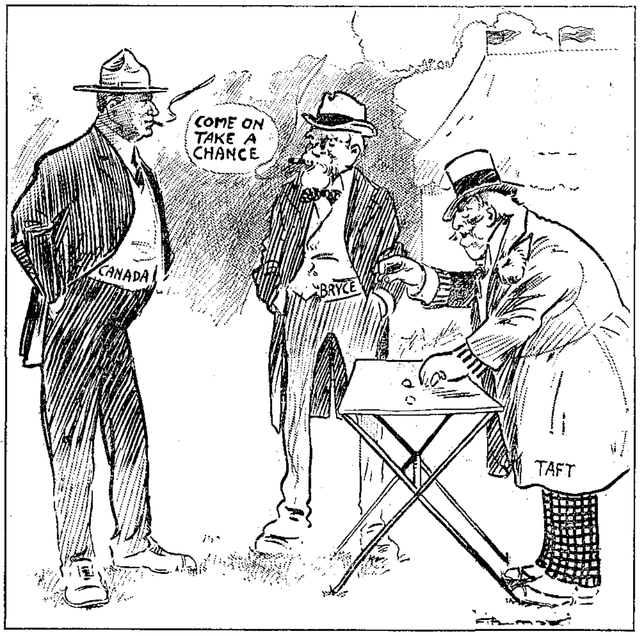
FOREIGN COMMENT

MAKING CANADA AN "ADJUNCT"

THE PRIDE of Canada and England has been touched by Mr. Taft's publication of his confidential letter of January 10, 1911, to Colonel Roosevelt, in which he express his belief that reciprocity with Canada would make the Dominion merely an "adjunct" to the United States. The Canadians are an intensely patriotic people, and think of their country almost as an independent nation, so that the idea of becoming an "adjunct" strikes them as extremely offensive. It was in his Boston speech of April 25 that the President made public several letters to show that Mr. Roosevelt had at first favored reciprocity, and then changed front when it suited his political expediency to reverse his opinions. Mr. Taft wrote in his letter of January, 1911, that, under reciprocity,

> "the amount of Canadian products we would take would produce a current of business between western Canada and the United States that would make Canada only an adjunct of the United States. It would transfer all their important business to Chicago and New York, with their bank credits and everything else, and it would increase greatly the demand of Canada for our manufactures. I see this is an argument against reciprocity made in Canada, and I think it is a good one."

Of course this has roused all the Conservatives, who opposed reciprocity, and has put into their hands an excellent club with which to cudgel the Liberals and their brilliant leader, Laurier. The Liberals, however, are magnanimous enough to express no resentment, and we read in the London (Ontario) *Advertiser*, an organ of the Laurier party:


COME ON TAKE A CHANCE
CANADA
BRYCE
TAFT

TRAITOR-R-R-R!

President Taft, the chief plotter, and Ambassador Bryce, his accomplice, in their famous act of thimblerigging guileless, green John Canuck—poor chap! —Montreal *Herald*.

> "A score of windy arguments can always be trumped up against common sense, and the anti-reciprocists are welcome to all that they can make out of Mr. Taft's phrase. The President is merely one who has advanced wrong or badly express reasons for right action—nothing out of the common."

The Conservative French paper, *Patrie*, of Montreal, takes the matter more seriously, saying:

> "In the fury of his dispute with Colonel Roosevelt Mr. Taft has revealed to the public the real object of his policy of reciprocity, and thus justifies the instinctive distrust with which Canadians have regarded any such commercial treaty. It was thought that the famous convention had received its death-blow on September 21, yet none of the arguments urged against it have produced so profound an impression as the indiscreet words that fell from the lips of the President of the United States. However great is the desire of Canadian farmers to extend the market for their commodities, there is not one who would sacrifice to commercial interest his deep loyalty to the British flag."

The Toronto *Globe* takes the higher ground that Canada is a nation and can not become a mere "adjunct":

> "It is of minor importance to Canadians what arguments President Taft used with Mr. Roosevelt in order to secure political support for his action in negotiating the trade agreement with Canada. He was at liberty to stress all possible advantages that agreement might bring to the United States, even as the Canadian opponents of reciprocity were at liberty to strain all possible detriment it might be to Canada. He was free to make full use—as in his letter to Mr. Roosevelt he did make full use—of what he called 'an argument against reciprocity made in Canada.' It was his privilege in his campaign for support to use that Canadian argument against the agreement as an American argument for the agreement, even as Canadian supporters of the agreement were within their rights in using in its support the hostility to it of the farmers and lumber trust in the United States. But the agreement speaks for itself. No campaign theorizings on either side as to the political effect of freer trade in foodstuffs and natural products are of the slightest significance as against the terms and conditions of that agreement itself.
>
> "It is open to any man who can render a reason to express his views on the alleged political effect of any trade arrangement. But neither the experiences of the past nor the conditions of the present warrant President Taft's statement to Mr. Roosevelt that the opening of United States markets to the surplus wheat and barley and other Canadian products 'would produce a current of business between western Canada and the United States that would make Canada only an adjunct of the United States.' That argument was used by the food combines and money trust and protected big interests in Canada, but its pertinence and power were in no degree improved when it was adopted by President Taft in his private letter seeking support from Mr. Roosevelt and his associates."

The London papers show considerable excitement over Mr. Taft's letter. *The Daily Mail* heads its editorial, "THE PLOT AGAINST CANADA. AMAZING REVELATION." This paper thinks that Canada, by the election of last September, decided its own fate—whether Canadians "would live their own life or be swallowed up in the United States." At that election the Canadians "defeated a carefully laid plot against their integrity." To quote further:

> "Englishmen will ask themselves what wrong the British Empire has done to the United States that the American Government should deliberately set to work to plot the absorption of the splendid Dominion of which our nation is so proud. At best it was an unfriendly act.
>
> "Mr. Taft's letter proves how serious was the danger and how warmly we could congratulate the Canadian people on the insight and determination which enabled them to escape it."

A wider view of the position is taken by the London *Morning Post*, which, as a Conservative organ, is always clamoring for some protective-tariff legislation. The attitude taken by the United States toward Canada, as exprest by President Taft's letter, furnishes the text for the following remarks:

> "Mr. Asquith and his free-trade colleagues, who assured England that reciprocity would in no way hurt the Empire, and in no way effect the integrity of the Dominion, should consider this remark of Mr. Taft. It throws some light on the power of tariff agreements and throws light, too, on what a rival nation thinks of the value and result of reciprocity with one of the British dominions.
>
> "All Englishmen ought to think well over this—that the Americans prest for reciprocity in order to make Canada an

adjunct of the United States, and that Mr. Asquith and Mr. Bryce, the British Ambassador, supported them in this policy.

> "It shows us the danger that our Empire runs while our politicians are neglecting questions of state for questions of party, and the incident should serve to remind the Unionist party, if they need reminding, that this matter of tariff-reform is urgent.
>
> "The Government is, as usual, endeavoring to throw dust in the eyes of the country by pushing forward political and factious questions. They rouse Ireland out of profound peace to make her the cockpit of a political controversy, just as a little while ago they attacked and destroyed the ancient balance of the British Constitution, not because these changes were measures of statesmanship, but in order to hide the bankruptcy of Liberalism, in order to maintain office a little longer at whatever cost."

The opposition members of the British Parliament spent some hours in criticizing their Ambassador at Washington as the Judas who would sell Canada to the United States in the matter of reciprocity. Mr. Bryce found an able defender in Premier Asquith, who remarked:

> "As the correspondence was private, it was obvious that the British Ambassador could not have had knowledge of its contents nor have communicated them to the British Government.
>
> "There is nothing in the correspondence, so far as we are concerned, to affect the relations between the Imperial and Canadian Governments, or our view as to what is to the mutual advantage of Great Britain and Canada. The question of what is most to the advantage of Canada is primarily one for the Canadian Government."

Mr. Asquith comes to the rescue of the British Ambassador at Washington with the assertion that Mr. Bryce had no direct relations with the government at Ottawa. He never interfered with such Canadian questions as Canada itself claimed the right to settle. To quote:

> "I must, in view of these questions, take the opportunity of repudiating emphatically the reflection on Mr. Bryce which is contained in them. Mr. Bryce had nothing to do with the views or policy of the Canadian Government. The negotiations were initiated and carried on by Canada, and the British Ambassador, in pursuance of his plain duty, saw William S. Fielding, the then Finance Minister of Canada, from time to time during the conferences at Washington, in order to learn anything that might be needful for him to know. He did not interfere with the conferences; but, if asked for advice, gave it, and all British subjects engaged in legitimate and important business are entitled to receive that from a British Ambassador.
>
> "For Mr. Bryce to have interfered with the negotiations going on at Washington upon matters which were within Canada's own competence would have been naturally resented by Canada. Generally there had been no difference of opinion in the Dominion about that, whatever may be the differences between Canadians themselves regarding reciprocity.
>
> "The manner in which Mr. Bryce has performed his duties has been of great advantage, inspiring Canada with confidence in the British Ambassador at Washington, who will always be prepared to support the present Canadian Government, no less than its predecessors, in any negotiations it may be engaged in with the United States."

DIFFICULTIES OF CHINA

THE OUTLOOK of the Chinese Republic is decidedly gloomy, as viewed by the neighboring Japanese press. They tell us that Russia, intent upon adding Mongolia to her own map, has already sent 20,000 soldiers to the khanates; that the members of the new Cabinet, with the solitary exception of Premier Tang Shao-yi, are men whose ability and statesmanship are far from equal to the critical situation with which they have to grapple; and that the Government has no money to keep its machinery in working order. But the hardest nut which President Yuan has yet to crack is, they believe, the question of the disbandment of the revolutionary Army, which can not be done without entailing an enormous expenditure. According to Mr. Inukai, leader of the opposition party in Japan, who is an authority on Chinese affairs, there are at Nanking and Wuchang alone no less than 540,000 revolutionary soldiers, all clamoring for early payment. They refuse to disband unless they are paid a lump sum of about $20 each, which will make a total expenditure of over $10,000,000 for the entire Army. But these are not the only soldiers to be paid, adds the *Jiji* (Tokyo), which gives the following information.

PRESIDENT YUAN SHI-KAI AT WORK.

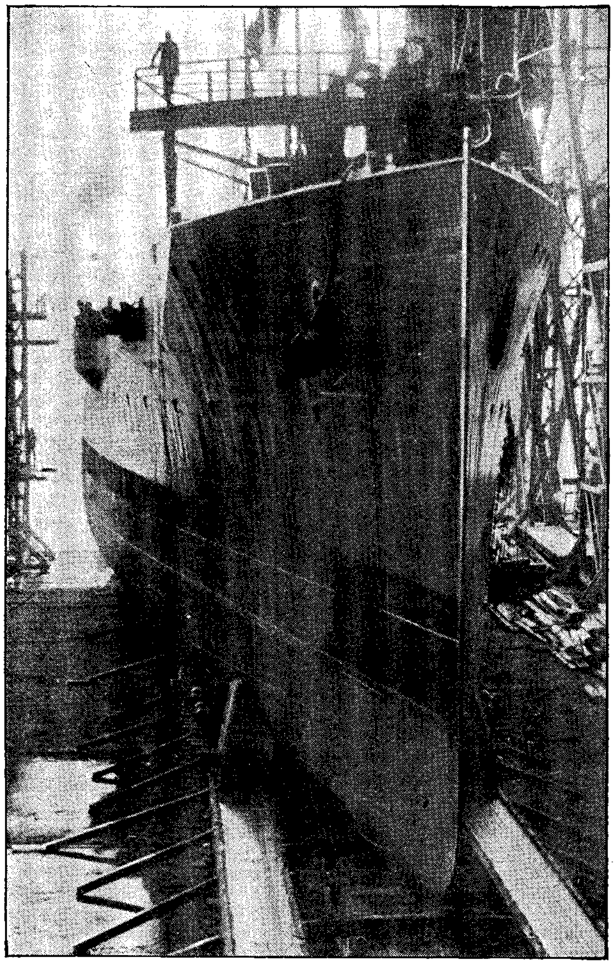
> "Besides the troops at Wuchang and Nanking, there are bands of revolutionary soldiers at Canton, Kiu-kiang, and Swatow, while the troops in the province of Senshi are still in a state of rebellion. The soldiers are everywhere getting tired of waiting for payment, and the recent disturbances at Canton, Wuchang, Peking, and Tien-Tsin are but hints of many difficulties yet in store for Yuan Shi-kai.
>
> "The revolutionary troops were recruited mostly from among the coolies who knew nothing of republicanism or thought of nothing but the pay promised by the revolutionary leaders. Now that their service is done, they demand payment."

All this means money. Where is President Yuan to get the necessary funds? Fortunately, the bankers of America, England, France, Germany, Russia, and Japan have come to the rescue, and offered a loan of $300,000,000. But the loan contract has, for some reason, not been definitely concluded, and the Republic was forced to contract another loan of $5,000,000 with the Belgian Syndicate, behind which, it is understood, is the Russo-Asiatic Bank. Even presuming that these loan contracts will be successfully concluded, it will be no easy task, the *Kokumin* (Tokyo) thinks, to put China on her feet. Under the abdicated dynasty, this journal informs us, China contracted numerous loans, amounting to an enormous sum, and her budgets for the past several years showed an immense annual deficit. In this connection several Japanese papers intimate that Mr. Willard Straight, representative of American bankers in China, has been obliged to return home because he is not on good terms with the representatives of British, French, and German bankers interested in the Chinese loan, but we have seen no mention of this in the American press. To those who would have Japan interfere in China the *Taiyo* (Tokyo) replies:

"It is true that the Chinese revolution has acted, and still acts, to the detriment of Japanese trade. But this fact gives no reason or justification for our rash interference in Chinese politics. We all recognize the fact that the awakening of the Chinese people and the inauguration of their republic are bound eventually to react favorably on Japanese prosperity. All, therefore, that Japan has to do, is to stand a silent spectator of what is passing in China, and to say nothing, unless events take a turn which is palpably to the detriment of our country's security."—*Translations made for* THE LITERARY DIGEST.

THE FEZ HORROR

FEZ, the capital of that Moroccan, or Shereefian, Empire over which France has recently obtained a protectorate much like that of England over Egypt, has been the scene of bloody revolt and massacre. As related by the correspondents of the various European papers, it appears that the native African members of two French regiments in the dead of night burst in upon the European quarter, killing or wounding men and children, and attacking women. Their violence was especially directed against the Jews. The London *Times* reports the number of killed at 15 officers and 40 men. The number of civilians slain was 13. Of the wounded there were 4 officers and 66 men. "There is a growing consensus of testimony," declares the *Times* correspondent, "that the revolt was the result of a popular movement, produced in part by the native belief that the Sultan of Morocco was practically in the hands of the French."



AN AMERICAN-BUILT CHINESE CRUISER.

The *Fei Hung* was launched at Camden, N. J., on May 4. It will be a training-ship for the Chinese Navy, and is only the first of a number of cruisers that are to be built for China in this country.

While some newspaper authorities regard the rising as an outbreak of religious fanaticism, others trace it to the discontent of the native troops with their pay. But the Paris *Gaulois* thinks it is the outcome of a deliberate plot against the European occupation of North Africa. It says:

MISS CHANG YUYI,

Daughter of Chang Yin Tang, Chinese Minister at Washington, christening the new Chinese cruiser. She wore a white tailored suit and a picture hat, and was so flustered by the advice of everybody near that she smashed the bottle too soon, and covered them all with a shower of champagne.

"It is inconceivable that the discontent of a few native soldiers should have been sufficient to provoke such an outburst. It is almost impossible to understand how nearly a hundred persons should have been killed with impunity in a town which we have occupied for a whole year. It is evident that we are called upon to face a conspiracy which has been a long time in hatching. One of our correspondents expresses his surprize at the blindness with which our statesmen have ignored it. There have been many symptoms of the threatened calamity. Did not the recent attempt at abdication and flight on the part of the Sultan of Morocco point to the imminence of some such mutiny?"

The Paris *Humanité* blames the policy of the Government in Morocco for the disaster, and says with brusk frankness:

"The usurious, greedy, and brutal policy which we have pursued in North Africa, which has lost us the support of Mulai Hafid as it lost us the favor of Abdul Aziz, is solely to be blamed in this matter. The scoundrel who has sold his subjects has no favor with the proudest and most energetic of the Morocco people. The instrument which we hoped to use in instituting the protectorate has been broken in our hands. This was, of course, inevitable. It is the natural result of the blunders we have committed. It is the vengeance following on our accumulated crimes."

The London newspapers discuss the problem of the Fez mutiny from the point of view of British experience in arming the natives in India. Thus *The Morning Post* tells us:

"The experiment of forming regiments of Moors under

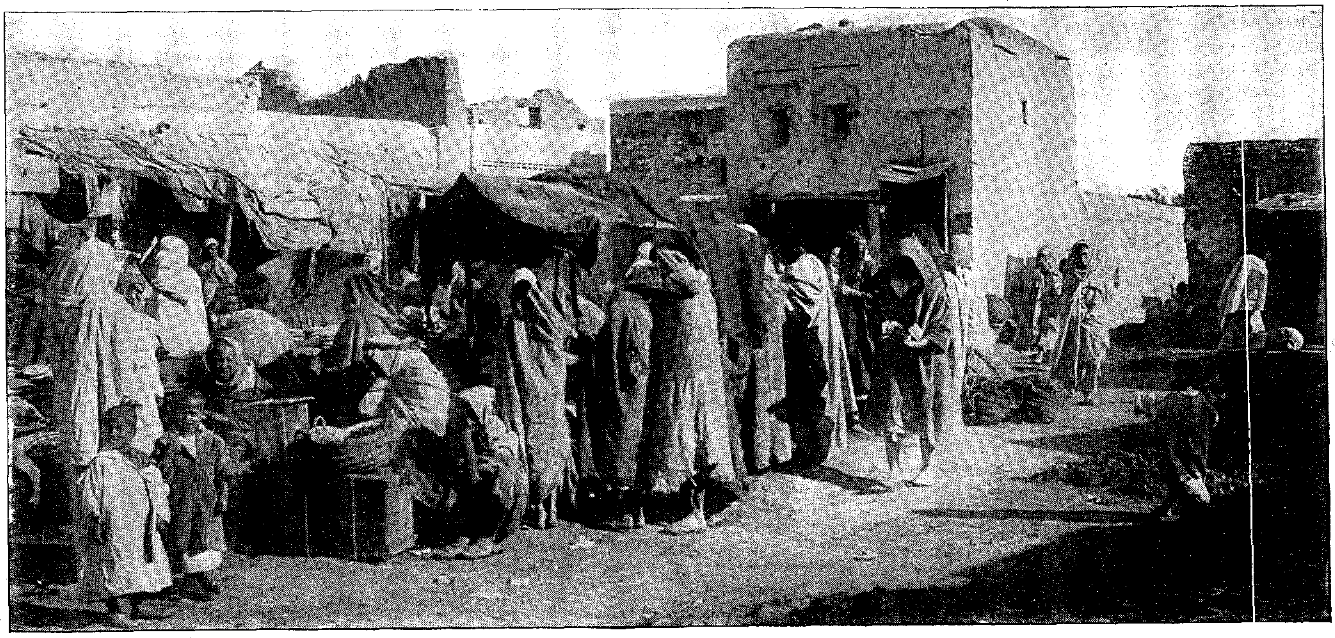
FRENCH OFFICERS LEADING NATIVE TROOPS THROUGH THE STREETS OF FEZ.

There is little doubt that the very soldiers and officers seen here were involved in the mutiny.

French instructors could hardly have justified itself in the short time which has been allowed it, and we can hardly be surprized at what took place during the disturbances at Fez. It is an experiment in which we should in no case be disposed to place great confidence. Military service is one of the best means of educating in the best sense the men of a country of decayed civilization. But in order that it should have that effect there must be some favorable conditions. In India it was possible because of the divisions of race and religion. In a purely Mohammedan country the fanaticism of Islam may at any time outweigh the political and military allegiance of the soldier. But the French have in this matter been the pioneers. It was they who first trained native troops in India, and set the example which was followed by their English rivals. If the practise is to succeed in Morocco it would seem desirable to begin gradually, to choose the recruits carefully, and so to arrange their service that they may acquire in it a loyalty and a discipline which in due time may have an effect on the population in which, when their military service is over, they will then have an influence favorable to the régime with which they will have become identified."

The Germans as well as the English have had their reverses in Africa, as the Italians had theirs at Massowah. The tale of Varus and his Roman legions, cut to pieces by the Germans under Arminius, has had its repetition in almost every colonial venture. We note that the German papers have little to say about the mutiny, but the Vienna *Fremden-Blatt* thinks that France has a difficult part to play in Africa, and remarks:

"It is beyond question that France will eventually gain a military ascendency in Africa, but the difficulty will be to preserve tranquillity in Fez. It is evident that the first necessity of the protectorate is the institution of a strong native army, which must be the first point aimed at by French diplomacy. But the carrying-out of this program in such a place seems to bristle with difficulties of a very complicated kind."—*Translations made for* THE LITERARY DIGEST.



WHERE MOST OF THE VICTIMS FELL—THE JEWISH MARKET AT FEZ.

SCIENCE AND INVENTION

WHY THE PACIFIC IS FRESHER THAN THE ATLANTIC

As THE SALT IN the Atlantic and the Pacific has no effect on navigation, some may not see why a Russian scientist should devote his time to investigating the comparative saltness and freshness of these and other oceans. But in the world of science every truth is considered important. We may not see its value now, but the future will find a use for it. So Prof. Alexander Woeikow of St. Petersburg has made a careful study of the salinity of sea-water in different parts of the globe, and has written an article about it for *Petermann's Geographische Mitteilungen* (Berlin, Jan.–Feb.). He finds that the geographical distribution of salinity is dependent on the relation of the two factors of precipitation and evaporation. Thus, in the zone of the trade-winds, where there is nearly constant sunshine, with little rain and comparatively dry winds, the percentage of salt is very high, while it is very low in the equatorial regions and the higher temperate latitudes. Land-locked and bordering seas are less salty at the surface than the oceans because of the fresh waters poured into them by tributary streams. The freshening is greater where the coast-line is very irregular, and winds and currents further complicate the matter. Says this investigator:

> "The Red Sea is salter at the surface than any of the oceans, but in this instance there are no water-basins to be reckoned with, since the climate is so dry that no permanent rivers exist. The salt contents can be lessened only by a surface flow from the Indian Ocean, and are therefore greatest at the northern end, in the Gulfs of Suez and Akaba.
>
> "The Mediterranean Sea is also saltier at the surface than the oceans; it has tributaries, indeed, but on the one hand their surface is small in proportion to that of the sea, and the largest one, the Nile, has a very low percentage of run-off to precipitation, under five per cent. The dilute surface current from the Black Sea, however, prevents the salt contents becoming as large as those of the Red Sea."

Professor Woeikow finds most interesting of all the question why the Atlantic—particularly the North Atlantic—is salter than the Indian and Pacific, a fact the more remarkable because it receives the waters of the mightiest rivers in the world. Into it are poured the floods of the Mississippi and the St. Lawrence, the Kongo, the Amazon, the La Plata, and the Orinoco, as well as the rivers of Europe. Moreover, the influence of the Arctic Ocean, which modern geographers regard as a tributary sea of the Atlantic, tends to sweeten its waters, partly through the southward flow of its dilute surface waters and partly by the melting of the great icebergs which it sends down to lower latitudes. It is estimated that the Arctic annually gives to the Atlantic about 20,000 cubic kilometers of ice, and since this contains only 1 per cent. of salt, instead of the normal ocean content of 3.5 per cent., its freshening influence is considerable. The other oceans have no such ice contribution, and yet their surface salt content is smaller. What is the explanation of this apparently anomalous fact? Professor Woeikow finds it in the physical geography of the surrounding land, and shows its intimate relation to the vital questions of rainfall and food supply in Europe and America. He bids us look at the map of the world and says:

> "Nowhere do we see long, high mountain chains in the vicinity of the Atlantic coast; where mountain chains are present, as the Appalachians and the Brazilian mountains, they are not high. America is very open to the influence of the Atlantic, its high mountains being mostly in the west; the high mountains of Eurasia are distant from the Atlantic. Europe, Northern Asia, and a part of Central Asia are not cut off from the Atlantic by mountain chains and hence are open to its influences. . . . . .
>
> "In the United States the influence of the Appalachians is not great, because the Gulf of Mexico lies southwest of them. Moist west-southwest winds prevail throughout the year between the Mississippi and the Appalachians, and in the summer a damp-laden monsoon is drawn into the interior, bringing copious rains even far west of the Mississippi. This moisture is drawn ultimately from the Atlantic. In the eastern part of the United States relatively dry winds prevail in the interior, but the very frequent cyclones with south to southwest winds bring plentiful precipitation. The east of the United States, from about 95° west latitude, is the most extensive generally flat region in the middle latitudes where there is an annual precipitation of more than one meter (39.2 inches). The next largest is in eastern Asia, but is less level. All other such regions are narrower coast-zones between the ocean and mountains, as in Norway, Great Britain, North and South America, New Zealand, and the east coast of the Adriatic and the Black Sea.
>
> "Of the water drawn from the Atlantic by evaporation and carried into the basins of its tributaries by winds and diffusion, a portion is returned to it as river-water, but by no means all.
>
> "It is local conditions which carry the vast quantities of moisture from the Atlantic to the middle latitudes of the United States. In Europe and Asia, on the other hand, north of 40° north, it is the 'planetary relations' which, in the absence of mountain chains running north and south, carry the moisture of the Atlantic even to the shores of the Pacific."

To prove this striking statement, Dr. Woeikow adduces facts regarding meteorological conditions obtained by observation of clouds, experiments with balloons, and kites. Thus he finds that the Atlantic distributes fertilizing showers over Europe and Asia, only part of which find their way back into the parent ocean, part going to the rivers, glaciers, and snow-fields which feed the Arctic. Furthermore, the Atlantic contributes to vast regions which have no outlet to any ocean—the Sahara, without rivers, and the basins of the Caspian and the Aral, whose rivers flow into inland seas. So there is a steady loss of vapor by evaporation without an equivalent return of river-water from the regions supplied, and to this circumstance is due the high percentage of salinity in this ocean. Finally:

> "The Pacific is bordered on the east by high mountains, over whose crest much transportation of vapor is impossible. In the middle latitudes, where west winds are prevalent and strong, there is copious precipitation. . . . The rivers are short and of large volume, and the percentage of run-off to precipitation is great. Moreover, there are large glaciers and snow-fields in the mountains. Hence loss of vapor in the middle latitudes of the Pacific is small."—*Translation made for* The Literary Digest.

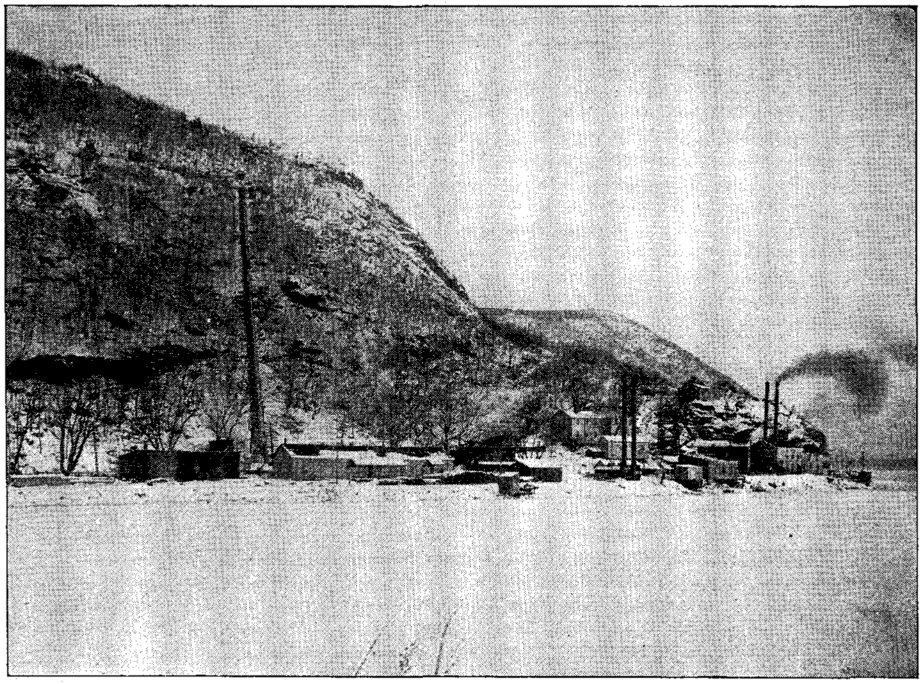
DO WE DRINK TOO MUCH?—This question is answered in the affirmative in a paper read before the French Academy of Medicine by Dr. Paul Fabre. As quoted in *Cosmos* (Paris, March 21), Dr. Fabre shows that many persons virtually go without drinking, and seem to get along very well with the fluids that are taken in with what we are accustomed to call "solid" food. Such persons are called by physiologists "oligodipses" or "oligopotes," from the Greek *oligos*, few, and *dipsa*, thirst, or *potēs*, drink. Dr. Fabre is of the opinion that the number of these persons should increase, in the interest of hygiene. He writes:

> "It would not seem absolutely indispensable to drink often and much, even while eating; it is rather a habit than a necessity. Stews, soups, sauces, fruits, and entrées may furnish to the organism a quantity of liquid sufficient to favor mastication, deglutition, and stomachal digestion. Nevertheless, deprivation of food or great diminution in its quantity, extreme muscular fatigue, exposure to high temperature, abundant perspiration, the exclusive use of dry foods, and excessive pulmonary evaporation may justify taking liquids. But the

presence of a large glass, and often of several glasses, on the table before each guest, would seem a servile concession to habits formed long ago, to the desire to satisfy taste and fashion by a sort of rooted custom that creates a kind of irresistible attraction, rather than by a real need of the normal, sane, and well-balanced organism. The dry régime against obesity, and the ease with which fat persons bear almost entire abstention from liquids during meals, sufficiently justify the opinion that we drink too much—much more than our physiological needs require."—*Translation made for* THE LITERARY DIGEST.

THE WORLD'S HUGEST SIPHON TUNNEL

A "GUN loaded with water," is the name applied by Robert K. Tomlin, Jr., in *Scribner's Magazine* (New York, May), to the great tunnel under the Hudson River, near Storm King Mountain, which is being made by the New York City water department for the Catskill Aqueduct. This will be the largest siphon tunnel in the world, and the author justifies his epithet by the enormous water-pressures that will exist in the tube when it is in commission and filled with water from the Catskill Mountains on its way to New York. These pressures will run up far toward 100,000 pounds per square foot, and are quite comparable to those that existed in some of the earlier cannon when the charge was fired. "The siphon," says Mr. Tomlin, "is in reality a colossal concrete gun loaded with water instead of powder." He goes on:



THE POWER PLANT

At the Breakneck Mountain end of the siphon, showing the tramway leading to the shaft.

"It is not, scientifically speaking, a siphon, but the engineers call it an 'inverted siphon.' It is really a mighty tunnel in rock, driven a quarter of a mile below the surface of the Hudson River, and is capable of belching forth in a single day enough water to fill two and one-third million miles of one-inch garden hose.

"The Hudson River siphon is shaped like a letter U which some Titan might have traced, for its legs or shafts are almost as long as the two tallest sky-scrapers in the world, placed one on top of the other, and the cross-bar or tunnel covers a distance of more than ten city blocks. It is the deepest water-works pressure tunnel in existence to-day. The Catskill water-supply will be fed into the big black maw of this monster tube under a pressure of 44,000 pounds per square foot, and, as the depth of the tunnel below the surface is approximately 1,100 feet, the static pressure at the bottom will be 94,260 pounds per square foot—probably as much as existed in the very early types of cannon which fired chunks of rock instead of steel projectiles. The siphon has to be built to withstand great bursting stress, and is in reality a colossal concrete gun loaded with water instead of powder.

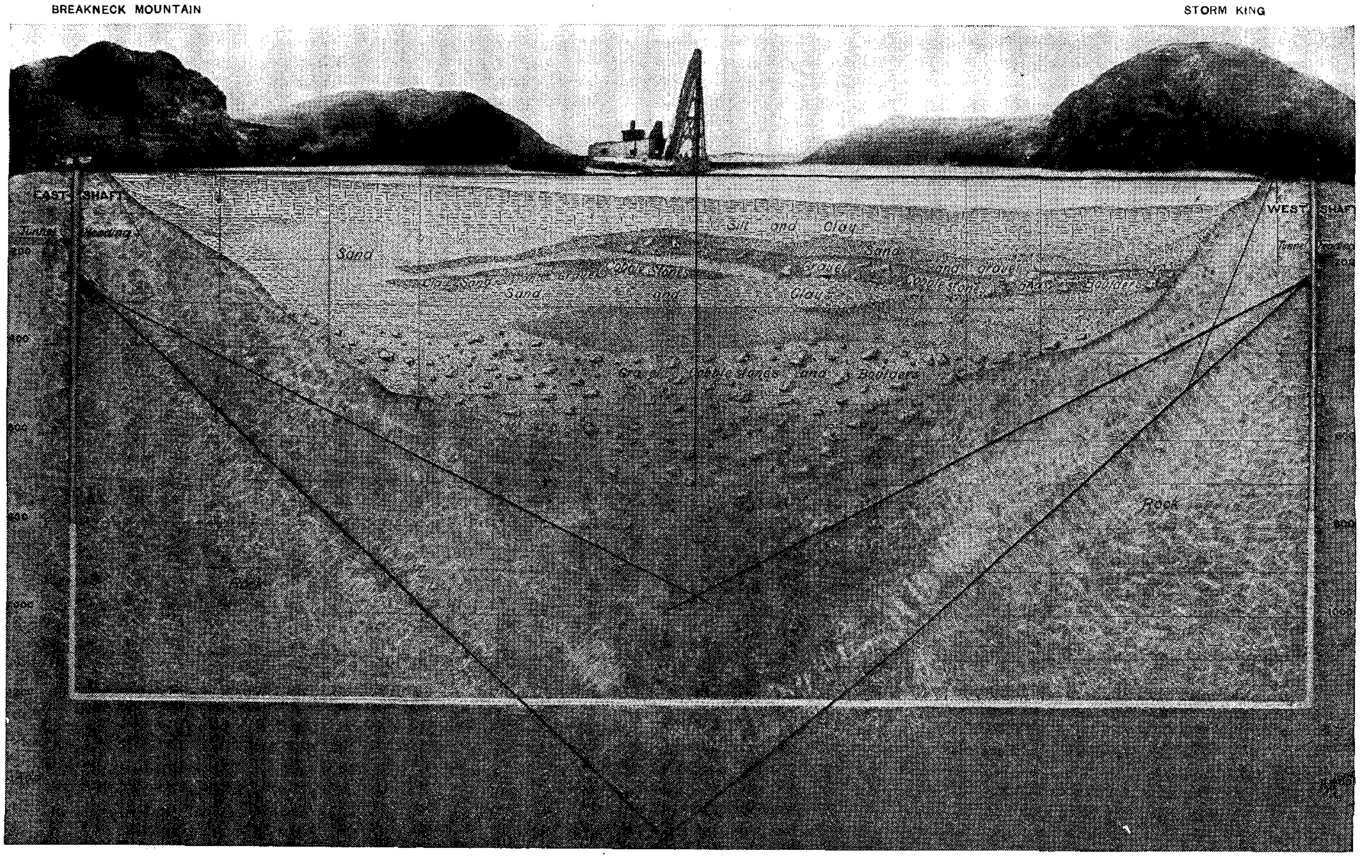
"When the siphon is filled with water no diver could hope to descend more than a fifth of the distance into one of its shafts and come out alive, for the greatest depth at which any submarine worker has accomplished useful salvage is somewhat less than 200 feet. Angel Erostarbe, a Spaniard, is reported to have recovered $45,000 in silver bars from the wreck of the *Skyro*, off Cape Finisterre, in 182 feet of water; the pressure which he withstood was 11,360 pounds per square foot. In some of the deepest pneumatic-caisson work ever undertaken to provide foundations for a building the 'sand hogs' were put under a pressure of 7,240 pounds per square foot, altho experimenters in England have entered a steel chamber and withstood the enormous pressure of 13,200 pounds per square foot. The pressure in the Hudson River siphon when it is filled with water, however, will exceed many times over anything that man has been able to live through. . . . . .

"J. Waldo Smith, chief engineer and commanding officer of the army of engineers forming the Board of Water Supply's force, had made extensive preliminary investigations with diamond drills of the depth and character of the rock through which it was proposed to tunnel, and when tunneling was begun every reasonable doubt regarding the successful completion of the project had been removed. To build a siphon capable of resisting such great hydrostatic pressure it was necessary to locate the tunnel in solid ledge-rock and send the bore through at so great a depth that the weight of the rock cover above the tube would be more than sufficient to withstand the upward thrust of the water."

The task of finding ledge-rock suitable for driving the tunnel through was one of the most difficult problems, we are further informed, and investigations were made for several years before it was considered safe to begin work. The bed of the river is a mass of glacial "drift," consisting of silt, clay, gravel, and boulders, and vertical borings put down from scows anchored in the river over the tunnel line showed that this extended 700 feet below the surface. It was necessary to locate the siphon tunnel below this soft material in sound rock.

"Finally, it was decided to attack the work from the sides of the river instead of from the water surface, and inclined borings were started with diamond drills, one from each shore, pointed downward so as to cross each other away down underneath the Hudson where it was thought that rock existed. Two pairs of these inclined holes, which are only an inch or two in diameter, were drilled successfully from chambers in shafts about 300 feet below the surface, and the paths they followed are shown by the long black lines in the illustration. The longest boring measured over 2,000 feet. Both sets of borings crossed in solid ledge-rock at the points shown, and the tunnel, therefore, was located between the bottoms of the two sets of holes, making it absolutely certain that the siphon could be driven entirely through solid ledge if located 1,100 feet below the level of the Hudson River.

"The deep inclined diamond-drill holes are one of the most interesting features of the Hudson River siphon work. On account of their length—the deepest one measuring 2,051.6 feet, and the shortest one 1,651.4 feet—they are unique in this part of the country, altho longer borings have been made—for example, at the South African gold-fields and in some of the mining-



CROSS-SECTION OF THE GREAT HUDSON RIVER SIPHON.

Showing the two vertical shafts and connecting tunnel, and the character of the material forming the river-bed. The black, inclined lines show the paths followed by the long diamond-drill borings which demonstrated the existence of a safe foundation for the big pressure conduit.

regions in the West. . . . It was possible to obtain samples of rock throughout the entire length of the holes, so that . . . the engineers knew exactly the character of the material through which the bore would be driven. . . . . . .

"Altho the headings have met and communication is established between the two sides of the river, the work is by no means complete, for the rough surfaces of the rock bore would obstruct the flow of water through the hole and it is possible that pieces of rock might cave in and clog up the tunnel. The finishing work of building the siphon, therefore, consists in lining it with a thick circular shell of concrete. Collapsible steel 'forms,' or molds, will be used for this work; they will be set up within the tunnel, and concrete will be packed in between their outer surfaces and the rock walls and roof of the bore. When the concrete has hardened these forms will be removed, leaving a smooth, white, finished cylinder, fourteen feet in diameter, through which the Catskill water will flow."

LIFE WITHOUT MICROBES

IF WE COULD KILL suddenly all the bacterial life within the human organism, what would happen? In all vertebrates the digestive tract is a veritable garden of these primitive forms of vegetation, and some of them are believed to serve some useful purpose. In this case the bacteria and the man are what biologists call "symbiotic," that is, they dwell together to their mutual advantage. If the bacteria were harmful they would be properly called "parasitic." It has long been a matter of debate, says a writer in *The Lancet* (London, March 30), as to whether life is possible without these organisms, and experiments have hitherto given results which were by no means conclusive. Some interesting observations on this subject have recently been made in France by Michel Cohendy. Says the journal just named:

"Metchnikoff has shown that some invertebrates are bacteria-free. His researches demonstrated the aseptic character of the intestine of the scorpion and that of several species of mites. Young roundworms have also been found to be bacteria-free. Wollman has been able to rear the larvæ of flies under sterile conditions. Experiments upon vertebrates have been attended by great technical difficulties and have given discordant results. Schottelius has devoted several years to the investigation of this question, using the hen's egg. His results have led him to the conclusion that life is impossible without microbes. Mme. Metchnikoff succeeded in raising under sterile conditions a series of tadpoles, but they were cachectic and puny. . . . M. Cohendy has carried out observations upon the development of the chick under sterile conditions. He has overcome the technical difficulties encountered by previous workers by devising ingenious apparatus, the first small, the second larger, enabling his observations to be prolonged. He has taken care to control his results by rearing chicks under precisely similar conditions, except in regard to the sterile nature of their food, and also by rearing others under normal conditions outside his apparatus. He has found that in all points except one the chickens raised under sterile conditions were similar to the controls, the only difference being in regard to their digestive functions. . . . The development in both was equal, and the sterile animals were at least as robust as the controls, altho in some instances neither were as heavy as those reared outside the apparatus, this being due probably to the more confined space in which they were placed and to the other conditions of the experiment. M. Cohendy found also that the sterile chickens presented a very great resistance to death by cold, damp, hunger, and thirst. Those of them allowed to continue their life under ordinary conditions after a time of sterile life developed into well-grown adults. M. Cohendy concludes that life under sterile conditions is possible, and that it does not involve any disadvantages for the organism. At the same time he points out that his experiments show that tho the intestinal flora are not indispensable, they are yet utilized, since apparently the sterile animals require more food and digest it less completely than the normal ones. . . . The fact that these sterile chicks grow normally after the end of the experiment, altho their intestines rapidly develop an abundant bacterial flora, suggests that the preparation for the struggle against these microbes is hereditary, and not the result of individually developed immunity."

TEACHING MECHANICS BY FILMS

THE USE of the moving picture as a teacher is being discust more and more. That the chief obstacle is the cost of the films is the opinion of Chester L. Lucas, who writes about it in *Machinery* (New York, May). The French school whose use of moving pictures was described recently in these columns was not deterred by expense, and doubtless this could be lessened by devising cheap machines which would still be satisfactory for the purpose, and by a system of "traveling" films, passing from school to school. Writes Mr. Lucas:

"A few weeks ago, at one of the popular moving-picture theaters in New York City, a film was shown to illustrate the way in which 'photo-plays' are originated. Among other views were several intended to convey an idea of the work incident to the making of the moving-picture machine itself. One of these mechanical views showed the drilling of the frames of the machines, and, as it was a close-range view of the work and table of the drilling-machine, every detail of the operation being performed could be plainly observed. The drill could be seen entering the bushing of the jig; chips curled out from the drill with credit to the man who sharpened it, and the drill 'broke through' in the most natural manner possible. Any mechanic in the audience must have felt a responsive thrill as he viewed that part of the film. Another view showed the making of the film-spool on an automatic turret lathe. . . . . .

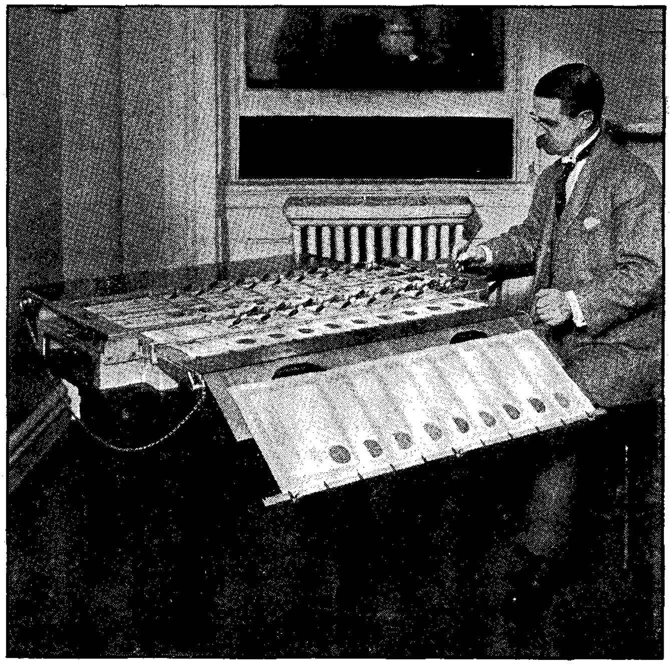
"There seems to be every reason to believe that the moving picture should be of great value in imparting mechanical instruction. While the operations shown in this case were necessarily elementary, in order to appeal to the general public, there should be no trouble in making films that would show the working of complex mechanism. If the mechanism was very small, it could easily be enlarged in showing the film, and therefore be even more clearly grasped than from observing the work itself. Again, if the parts moved with great rapidity, as in adding-machine mechanism, the film could be 'slowed down' until the operation was easily understood. With the addition of a lecturer, to explain difficult parts of the operation shown, such exhibitions would be highly instructive to apprentice, mechanic, or engineer.

"Undoubtedly the greatest stumbling-block in the path of this method of instruction at the present time is the cost of the film. It is said that the average film costs about one thousand dollars to produce, and except for the fact that each new film is copied from twelve to fifty times, there would be little profit in making films. In the case of films for illustrating mechanical operations, correct shop practise, and similar subjects, no expensive company of actors would be required, which, of course, would lessen the expense of making the film.

"Within a few years' time a moving-picture machine will undoubtedly be just as necessary a part of the equipment of a college as a microscope is to-day. It would even now seem feasible for a large number of trade-schools or educational classes to confer as to what phases of their work could best be illustrated and taught in this way, after which several films could be made, distributing the expense. These films, with a machine for showing them, could be sent from one school to another for exhibition; thus all would derive full benefit at a minimum cost."

EIGHTEEN SIGNATURES AT A STROKE

HOW CAN A MAN sign his name eighteen times at once in such a way that each signature shall be written in ink, and shall be as incontestably genuine as if it were the sole product of the writer's pen? This problem has been solved by the invention of the "signagraph," which so greatly abridges the labors of the official who has to sign checks, bonds, or other documents by the hundred, that he can turn them off at the rate of several thousand an hour. The machine is an American device, and Europe, accustomed to hear of marvelous financial operations in this country, is regaled with an account of it by Jacques d'Izier, writing in *La Nature* (Paris, April 13). It is an ingenious application of the theory of the pantagraph. He says:



FOR USE IN REORGANIZING A TRUST.

When the American Tobacco Company was reorganized to meet the Supreme Court's idea of the "rule of reason," the machine shown above permitted the signature of 18 bonds at once. With this device one New York financier signed 6,000 pieces in 38 minutes.

"The slightest movement of the 'monitor' pen-holder is repeated simultaneously by all the reservoir pens. Thus the signature that it traces on the tablet is transmitted automatically to the papers or documents arranged under each of the pens. If these papers have been properly placed, the sixteen or twenty signatures occupy on the sixteen or twenty documents the exact place that the writer would have chosen for them. The operator then turns with his left hand a crank that actuates an endless chain, and . . . a new set of documents to be signed take their places under the pens. . . . . .

"The machines are made in two models, which differ only in their sizes and the number of their pens. . . . Their efficiency evidently depends on the rapidity of the signer and that of his assistant. . . . One of the directors of the Steel Trust has signed his name 14,000 times in eight hours; two officers of another trust have been able to affix both their signatures to 7,000 bonds in five hours, working together. But the record is held by a New York financier who signed 6,000 pieces in thirty-eight minutes!"—*Translation made for* THE LITERARY DIGEST.

PLANTS THAT SHED THEIR ROOTS—There are desert plants that shed their rootlets in the same way that plants in northern latitudes shed their leaves, and for reasons that are similar. Deciduous trees or plants in the north have no use for their breathing-apparatus in the winter, when growth ceases and life itself suspends most of its functions. In like mannner, when the dry season arrives, the deciduous plants of the desert have no use for those rootlets whose business is to absorb the surface water, and they are accordingly cast off, as are the northern leaves. The deeper rootlets, which serve a purpose even after the surface soil becomes arid, are retained throughout the year. This phenomenon is treated by W. A. Cannon, of the Carnegie Institution's desert laboratory, in a pamphlet on "The Root Habits of Desert Plants." He writes of it also in *Science* (New York, April 19), from which we quote the following:

"The deciduous rootlets, as before suggested, are found on roots which are placed near the surface of the soil. From this fact, and from the known variation in water-content of the superficial soil horizon, it is assumed that the deciduous rootlets are perhaps the first absorbing-organs, after the beginning of the rainy season, to function. Also, owing to the fact that the superficial soil layers are the first to become desiccated, it is assumed that the deciduous rootlets cease activities before the other type referred to. It is probable, therefore, that the deciduous rootlets are of great importance in providing water-absorption surface during the time of maximum, or optimum, water supply, and that the second type of rootlets in deeper soil, lingering longer, serve to provide the plant with water during a longer period, probably until the next season of precipitation. . . . . . .

"Nearly all perennials which have been examined are provided with deciduous rootlets. It is not supposed, however, that these rootlets are essentially different from the other type, altho they have a different origin, and altho they appear to have a somewhat different function. From a few instances it has been seen that permanent roots may be derived from groups of rootlets which probably were indistinguishable from the deciduous rootlets, but which were so fortunately placed that survival was possible."

THE VOICES OF THE DEAF

WHY IS IT that in course of time the voices of deaf persons acquire a character that is easily recognizable? This question is answered in *The Albion Magazine* (London, January-March), a periodical published in the interests of the deaf, in the course of some interesting observations by Dr. Norman Porritt on the vocalization of people who are hard of hearing. The following quotation is from an abstract made by *The British Medical Journal* (London, March 30):

FOR THE ORDINARY AMERICAN MAGNATE.

If the labor of signing thousands of checks keeps you up nights, and brings on writer's cramp, this smaller model, making ten signatures at once, will finish your work in time for the ball-game.

"As a deaf person is above all things sensitive and afraid to draw attention either to himself or his failing, he gets into the habit of modulating his voice, and unconsciously adopts a too subdued tone in speaking. This is a danger against which many deaf persons are not sufficiently alert, and if a deaf person is not watchful he may practically lose his voice as well as his hearing. Even with the help of the best medical treatment he may not be able to retain the latter, but he ought at least to be able to preserve the former. To this end he should avoid the enticing habit of speaking in his throat, and should be at pains not only to articulate clearly, but to open his mouth and enunciate his words distinctly and even emphatically. He should not be afraid of speaking out.

"As a useful exercise for the deaf in this respect, reading aloud so as to be heard distinctly in a large room by people of normal hearing is recommended. This advice is worth noting by those who have to deal with deaf people either as friends or as medical advisers, for it must be a matter of common observation that it is as difficult to understand some deaf people as it is to make them hear. The fact is that all human beings tend to attune their voices by the amount of sound in their vicinity, and in the absence of any external sound gage the desirable pitch by the sound of their own voices. In the case of deaf people all external vibrations produce more or less muffled sounds, while since those of their own voices reach their hearing-organs practically unimpaired they cause a relatively great noise.

"The result is that the deaf man is handicapped in gaging the tone of his voice, and tends to think that he is speaking much more loudly than is really the case. Hence he often gives his friends and others who have to converse with him an unnecessary amount of trouble by making it difficult to hear what he has to say as well as to make him hear. Similarly the deaf man sometimes puts himself at an unnecessary disadvantage by commencing a conversation with a stranger in what is really a very low tone, and thus inducing his auditor to drop his voice likewise."

THE TELEPHONE AND THE DOCTOR

THE TELEPHONE is compared by a recent writer with a long stethoscope with which the physician keeps in touch with the needs of his patients. It has, he says, become as necessary a part of the doctor's equipment as any other medical or surgical tool. Its chief drawback is that, unlike the stethoscope, it is not to be so easily taken out of the ears, and it brings him into communication with the world without when he would not, as well as when he would have it so. We read in *The Dietetic and Hygienic Gazette* (New York):

"Patients may visit with the doctor much more easily by 'phone than by older methods of getting about, especially at night; but, fortunately, this ability to talk to the doctor, behind his back, as it were, is not often abused. In fact, the nearness of the telephone, and so, the felt nearness of the doctor, has possibly made people less nervous over small matters, and they are less apt to rush for medical assistance at once on every occasion.

"This close communication has been of advantage to the physician long in practise, for, whereas in bad weather, night calls, and emergency cases, a doctor nearer at hand might have been called, the family physician now is reached by telephone. It saves trouble and time on the part of the patient.

"For the new practitioner, the telephone has hardly been a help. Besides the cost, which is as much for him as for the man who has been at work for forty years, we have already noted that the old-established doctor is more readily reached, and if not found, his patient learns where he is or when he will be in, and leaves a message for him to call later. The novice, therefore, finds less frequent opportunities for displaying his wares, and must bide his time accordingly. It used to be, and in many places is yet, the custom for city doctors to group themselves in one section or on one street, the object being on the part of the new man to possibly receive the call which would have gone to a neighboring physician had that neighbor not been out at the time. The telephone does away with this, for by 'wire' one can be reached as well in one place as another, and, as a consequence, practitioners are being more and more scattered as suits their convenience of living, and their place of congregation now is the telephone book instead of in 'Doctors' Row.' The only compensation for this change of conditions is that the busy practitioner can show his generosity by means of the telephone in handing over to a worthy aspirant calls that he does not wish to make, while the young doctor is more free to choose where he will hang his shingle.

"The telephone, then, does scatter doctors at the same time that it tends to centralize practise among the longer established. For the younger practitioner, the only remedy, when the lack of use of his 'phone gets on his nerves, is to grin and wait."

LETTERS AND ART

RODIN AT THE METROPOLITAN

THE DISTINGUISHED FRENCHMEN who brought to this country the Rodin bust designed for the Champlain monument arrived opportunely to witness the opening of a Rodin exhibit at the Metropolitan Museum. Their presence and approval was a happy inauguration of this group display of the work of the world's foremost sculptor, and gives to several journals the opportunity to "disengage some of the qualities possest by this profound artist." So the art critic of the New York *Times* regards the moment, recalling that it was one of our leading critics, Mr. William C. Brownell, who more than twenty years ago "boldly assumed the greatness of a sculptor" who was then "not yet fully honored in his own country and practically unknown in ours." By a searching interrogation of Rodin's aims and accomplishment, Mr. Brownell "said the right word, many right words, concerning his genius." Mr. Brownell was able to say to the timid ones who were only amazed at Rodin's originality:

RODIN IN HIS STUDIO.

Every quality of his is imitated by the younger sculptors save "the mighty Gallic industry and calm intellectual processes."

> "Objections to M. Rodin's 'handling' as eccentric or capricious appear to the sympathetic beholder of one of his majestic works the very acme of misappreciation, and their real excuse—which is, as I have said, the fact that such 'handling' is as unfamiliar as the motives it accompanies—singularly poor and feeble."

Such protest would not be appropriate to-day, the *Times* writer points out, for "Rodin's method of expressing nature and the character of the thing seen has so strongly imprest itself upon the younger generation of sculptors that everything is imitated save his mighty Gallic industry and calm intellectual processes." For:

> "We have everywhere to-day smooth heads and arms emerging from blocks of rough marble; the question of light and shade has become of an importance rivaling that given it by the Florentine sculptors of the fifteenth century; lines must tremble to produce the vibration of life. In a word, Rodin has set all the young sculptors of yesterday and to-day at the search for the secret of movement. The return to static pose and immutable line is now what seems eccentricity. Greek vitality, Florentine character, are in turn slowly retreating before the reentry of Egyptian inflexibility, and there is danger enough in view, but at present the influence of Rodin still dominates, and it is above all a healthy influence, which may be trusted to endure the vicissitudes of fashion and hold together a band of workers intent upon the close analysis, the learned synthesis, the delight in true report, marking the happy possessor of intellectual vigor."

In the present exhibit, which comprizes the former Rodin possessions of the museum and the addition acquired by the Thomas A. Ryan gift, the range is wide. The *Times* writer thus reviews them:

> "The 'Adam' and 'Eve' and 'The Old Courtezan' are realism heightened to the point of symbolism. The portrait of Madame X, the lovely 'Bather,' marking the latest period of his career, having been modeled in 1910, shortly before its purchase; the 'Tempest,' a symbol of furious storm, modeled in high relief, illustrate the sensitiveness of his surfaces and the gracious warmth and subtlety of his translation of flesh into terms of marble. The portraits of Jules Dalou and Puvis de Chavannes reveal his penetrating research into personal character and idiosyncrasy. And the 'Age of Bronze,' that magnificent bit of sanity and knowledge, will always stand as testimony to Rodin's technical fitness for his task. When it was exhibited in 1877 it was bought for the state, but the purchase was repudiated by the Inspectors of Fine Arts on the ground that the sculptor must have taken a cast from life in order to achieve an anatomical construction of such perfection.
>
> "Its superb workmanship is a wholesome lesson to the large class of Rodin's followers who copy his external peculiarities without going through the desperate initiation necessary to attain such power over his material. One of his admirers, studying it, made the pertinent comment: 'Only those with such complete command of language are entitled to use slang.'"

The obvious contribution made by Rodin to the sculpture of his period, summarizes this writer, is "the embodiment in his work of that mysterious principle known to the Chinese artist as the 'movement of life.'" Further:

> "To achieve this great victory over inanimate clay, he has exercised, necessarily, every resource of his sturdy intelligence. Like the great masters of the past he has been a poet and a visionary subconsciously; his conscious activity has all gone to the making of a supremely good workman. When we note the splendid expressiveness of the twisted muscles between the thorax and the hip in his 'Thinker' or his 'Adam' we are reminded of the little pages from Michelangelo's note-books in the British Museum, showing the sculptor's notations from every point of view of those mutable muscles. This may be obtruding anatomy, but the most casual must admit that a back or side from a Rodin statue has not only its artistic excuse for being as a part of an integral conception, but also its rich separate life full of human significance. His most tortured forms, and it is idle to deny that these exist, hold in their anatomic freedom the potentiality of release from torture. We can think of any of his figures as assuming another position at will—straightening, bending, swaying, stretching; no movement involving muscular play seems impossible. This in itself is re-

markable, but not, as others have noted, a new thing. To combine this potentiality of muscular motion with a sense of the ambient air enveloping the forms, to give not only the movement of the figure but the movement of the atmosphere around the figure, was in the highest degree original. The two forms of movement united in sculpture account for the high place accorded Rodin by his fellow technicians."

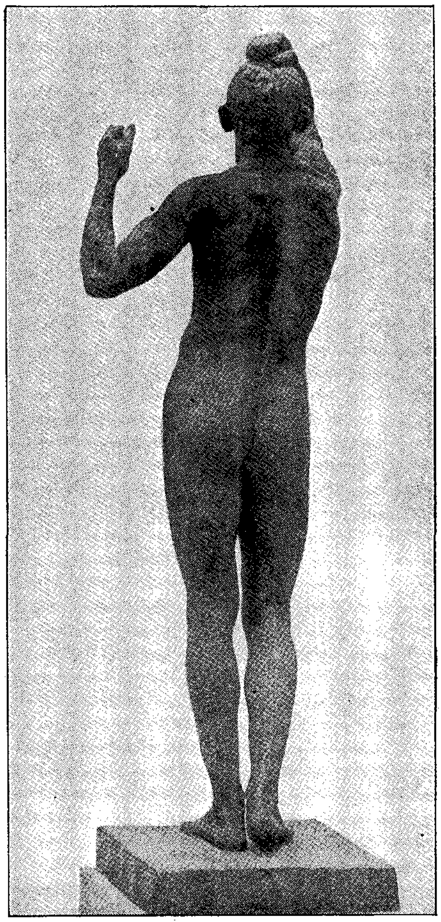
WHAT CHICAGO'S "DRAMA PLAYERS" DID

CHICAGO FINDS SATISFACTION in the outcome of the enterprise of the Drama Players, the name under which a body of actors with a guaranteed support started out to do some reformatory work. They carried their season through its projected ten weeks in Chicago, after a preliminary tour in some Eastern and Western cities, and they are glad to find at its conclusion that the guarantors will be let off with the payment of about fifty per cent. of the sums they pledged. 'Tho artistic success is not so easily calculable, enough seems to have been achieved to count upon another season. Considering "the stone wall of apathy and public indifference which stands in the way of any effort for the betterment of a public taste demoralized, as ours has been, in its artistic outlook," *The Dial* (Chicago) finds it "surprizing that so evident a breach was made by this little band of reformers at the first assault." It triumphed heroically when compared with Chicago's earlier "New Theater" enterprise, and its money loss was negligible when compared with New York's costly experiment.

Some account was given of this band of players when they opened their season in New York last autumn. There was evidence then of a lack of preparation for a metropolitan verdict, and they doubtless suffered from the newspaper criticism that followed. The Chicago season opened in February, and during its course nine plays were produced. This work, it is pointed out, was much more arduous than that of the average stock company which rehearses a new play every week "because the plays given by such companies come to them with all the 'business' worked out—the entrances and the groupings, and all the matters of stage technic already indicated in the manuscript." But the Drama Players had to work with new material, and create from the bare text the living form of a play. How much of pioneer work was necessary appears from the list of plays produced:

PUVIS DE CHAVANNES.

From a bust by Rodin, revealing "his penetrating research into personal character and idiosyncracy."



"AGE OF BRONZE."

At first repudiated in France by the Inspectors of Fine Arts on the ground that Rodin "must have taken a cast from life in order to achieve an anatomical construction of such perfection."

"The Maternal Instinct," by Messrs. Robert Herrick and Harrison Rhodes;
"Gold," by Mrs. Ancella Hunter.
"June Madness," by Mr. Henry Kitchell Webster.
"The Thunderbolt," by Sir Arthur Pinero;
"Les Femmes Savantes," by Molière;
"La Bottega del Caffé," by Goldoni;
"Il Piu Forte," by Giuseppe Giacosa;
"La Course du Flambeau," by Paul Hervieu;
"Fruen fra Havet," by Henrik Ibsen.

The performances under the direction of Mr. Donald Robertson "were in the highest degree satisfactory, being characterized by both assurance and finish," reports *The Dial*, adding:

> "Such good *ensemble* acting has not often been seen on any stage, and the artistic triumph of the company has been remarkable, altho perhaps no greater than we had a right to expect from the fine directive intelligence of Mr. Robertson and the tested ability of such accomplished players as those who assumed the heavy responsibilities of the repertoire. The names of Miss Hedwig Reicher, Miss Effie Shannon, Miss Charlotte Granville, Miss Renée Kelly, Mr. Herbert Kelcey, Mr. Sheldon Lewis, Mr. Lionel Belmore, Mr. Edward Emery, and Mr. Hylton Allen are indeed a guaranty of good acting, yet whatever they may be as individual performers, the total of their achievement was something much more than the total of their several abilities, and provided something like a revelation to their audiences."

Going on to consider the material these players had to use, it is not denied that some of it was of a poor quality. "In deciding to produce three plays of American authorship before there were any such plays in sight, they committed themselves to a policy which proved disastrous in its consequences, besides being a departure from the fundamental principle of the enterprise." For:

> "The Society was formed, not to take chances with untried material, but to present works of approved merit and unquestionable significance. It had the entire literature of the modern drama—from Shakespeare to Shaw—from which to choose, and it deliberately wasted one-third of its energies in a futile attempt to foist three new American plays upon a confiding public. Now, broadly speaking, no plays have ever been produced in America which are worthy of being included in any list of such masterpieces as it was the avowed intention of the Society to produce; what, then, was the likelihood of suitable plays turning up among the manuscripts submitted for examination? The management might be taking chances, from the box-office standpoint, with Molière and Goldoni, or with Ibsen and Hervieu, or with a score of other playwrights whose place in dramatic literature is too secure to be disputed, but they would have incurred no artistic risk, and would have planted themselves upon entirely safe ground, if they had resolutely eschewed all toying with experimental matter.
>
> "The organization was based upon a definite ideal purpose, and *if its professions meant anything at all, they meant an effort* to attract the public to approved works of a high literary value. They certainly did not mean any attempt to compete with the commercial theater in the exploitation of novelties. The actual perversion of the original plan offers a striking illustration of the folly of entrusting its execution to a committee of many minds, and of deciding by vote the plays that should make up the list. The result was a departure from the singleness of aim which was absolutely imperative, and all the confusion that comes from compromise, and working at cross-purposes, and the effort to reconcile conflicting views."

Two of the American plays proved "dismal failures," but Mr. Webster's "June Madness" achieved a considerable measure of success—

> "It proved to be a good play of the type that attracts audiences to the commercial theater, altho we should hardly call it the kind of play which came within the scope of the Society's endeavors. Its matter was contentious and aroused excited discussion, which was all to the good as far as the box-office receipts were concerned, but it served in no way to emphasize the distinctive character of the enterprise with which it was associated. It served rather to indicate that the Drama Players were merely trying to do what the other theaters were doing, and many people were puzzled, by this and by several other productions, to understand how the declared objects of the Society were being furthered.
>
> "The Molière, Goldoni, and Ibsen plays were clearly within its province, as were, somewhat less obviously, the plays by Hervieu, Giacosa, and Pinero. If, for example, the remaining places in the program had been filled by works of such dramatists as Björnson, Hauptmann, Sudermann, Maeterlinck, Drachmann, Oehlenschläger, and Echegaray, or even by examples of Elizabethan drama or old English comedy, the Society would have made a far more definite stand for the principles upon which it rested its claims for public and private support. It is, however, gratifying to note that the works of the greatest intrinsic worth, the plays by Molière, Goldoni, and Ibsen, were particularly successful in their appeal, and that the Ibsen play, indeed, proved to be about the best drawing-card in the entire repertory. The lesson from these facts is surely plain, and we trust that it will be heeded in the future."

Despite all adverse conditions, the results gained by these workers outside the commercial theater leads *The Dial* to believe that "the tide of interest in a rehabilitated stage is steadily rising in this country, and the wave which bears upon its crest the work of the Drama Players is moved by the irresistible forces which control the larger movement." Chicago evidently possesses some citizens of a philosophic temper, for, we are told, "it has been a frequent observation of spectators who found the plays, as such, not particularly interesting, that almost any kind of a play would be worth seeing in the hands of such actors as these." *The Dial* adds:

> "We hope that the work thus inaugurated will go on, winning its way by an unshaken faith in its ideals, and profiting by a realization of its lapses from the straight path. The public is always suspicious of being practised upon for its own good, and there is no doubt that the Chicago Theater Society has presented its cause in a way calculated to arouse such suspicions."

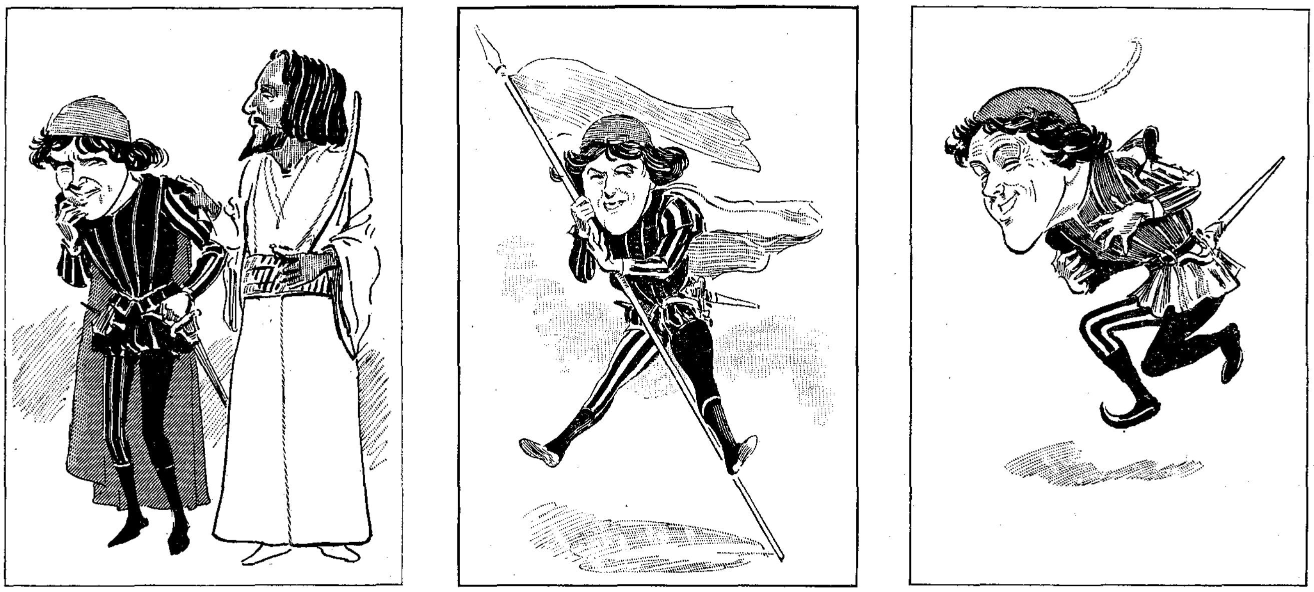
"IAGO" AS A ROWDY

PEOPLE who appreciate the advertising value of nearly every innovation may find a case in point in Mr. Laurence Irving's new idea of *Iago*. This part he is at present playing in Sir Herbert Tree's production of "Othello" in London and the sensation created by his performance almost overtops the impression of his chief. "Mr. Irving seems to me to have imagined and presented an *Iago* of the gutter," says one irate protester in the London *Pall Mall Gazette*, "a man who behaves very much like a brisk young Whitechapel coster out for a bank holiday." Such words indicate the rather wide departure from the heroic malignancy of the *Iago* of tradition. Mr. Boyle Laurence, of the London *Evening Standard*, describes the conception as that of "an *Iago*-cum-*Puck*, an elf-like *Iago*." And he doesn't like it. *Iago*, he protests, "may be buoyant, gay, mercurial; but he should not be slap-dash." In poetic drama, he contends, "great villainy wants some suggestion of the heroic, some aloofness, some authority." All these protests have served to draw from the son of Sir Henry a justification of his views, and he gives them in *The Pall Mall Gazette*. He first dispatches the Sir Oracles "who believe themselves to hold the true and infallible key to the labyrinthine complexities of Shakespeare's creative genius," but who "land you in the dullest haven of routine." Turning to the matter of *Iago*, Mr. Irving sees that he might be represented from several points of view, enumerated thus:

> "1. That *Iago* is principally actuated by a well-grounded jealousy against *Othello*, who has been too 'free and bounteous' in his attentions toward *Emilia*.
>
> "2. That *Iago* is infuriated by his lack of advancement, and the slight he considers to have been put upon his military service and knowledge by *Cassio's* having been preferred before him.
>
> "3. That *Iago* is really in love with *Desdemona*, and that in a manner which, so far as his depraved nature can admit of such a state, is not entirely base. 'Not,' says he, 'out of absolute lust.'
>
> "4. That *Iago*, as Coleridge held, is in truth merely malignant, loathing the happiness of others, and wishing to delude himself with a motive where, in fact, none but an ingrained evilness exists."

Taking any one of these causes as the backbone of *Iago's* activity in the play, Mr. Irving thinks a "highly interesting and relatively right conception of the character" might be worked out. His own conception, he informs us, is based on a mixture of the second and fourth ideas. Thus:

> "I take it that *Iago* is most inordinately vain, and I do not think inordinate vanity can exist without inordinate jealousy. He mistakes the skepticism, mistrust, and suspicion of his mind for the qualities of a great intellect, when, of course, they are the very reverse. Of malicious ingenuity he possesses an enormous share; but his ignorance of the noble qualities of the human heart brings his miserable schemings to nothing, for this acute student of human nature had quite failed to read the character of his own wife, through which miscalculation his destruction is brought about.
>
> "*Iago*, I think, is exceedingly happy when, on the quay at Cyprus, he is descanting rather cheaply to a simple audience on the character of women. I think he is also happy when he is singing, and, as I have ventured to do, to the disgust of many, kicking his legs about among a posse of drunken youths. Even *Roderigo's* admiration, I think, is precious to him; and certainly any one who withholds from him the admiration, the promotion, to which he thinks himself entitled, earns an implacable hatred which his monstrous vanity leads him to regard as quite a justifiable source of action. He is a mass of wounded vanity, of self-love. And the gangrene sore which has at last caused this mass of unwholesome character to fester is the final slight of his being passed over and *Cassio* chosen as *Othello's* lieutenant.
>
> "I see *Iago* as a man of no birth or connections, possibly a camp bastard; he has taken the most enormous pains to raise himself from the subordinate position of standard-bearer to that of lieutenant to *Othello*, even to the extent of beating up three persons, whom he characterizes as 'great ones,' to intercede for



From "The Illustrated Sporting and Dramatic News," London.

A CARTOONIST'S VIEWS OF LAURENCE IRVING AS *IAGO.*

One critic complains that Irving's *Iago* "behaves very much like a brisk young Whitechapel coster out for a bank holiday."

him with *Othello.* I can not help thinking they must have been somewhat frayed, seedy, and bibulous 'great ones,' whose appearance did not at all impose upon the noble Moor, as he waved the three 'has-beens' away, exclaiming, with a loftiness that sank into the very marrow of *Iago's* bones: 'I have already chose my officer.' All his trouble and the money—no doubt *Roderigo's*—which he had expended on getting his 'great ones' to the proper pitch is wasted; and here is he doomed to be ever in closest proximity to the two men who have put upon him this hideous and disgraceful slur!

"I think—I only venture to think—that in the working out of his scheme of revenge he gets gradually caught up in the wheels of his own mechanism. Murder does not enter into the initial stages of his plan. He is gradually drawn into it, half allured, even a little appalled, by the revelation of the Moor's extraordinarily and unexpectedly inflammatory nature. The malignity of *Iago's* spirit sees something dazzlingly great in his becoming the secret instrument of life and death. He may even descry a vista of triumph where, by the death of *Cassio* and *Othello's* punishment as a murderer, he, *Iago,* might step into his Moorish general's place; yet I think there is something in him which can not help recoiling from the sacrifice of *Desdemona,* who has done him no wrong."

One of Mr. Irving's severest critics retorts in the same journal:

"Surely Shakespeare intended *Iago* to be presented as a seasoned soldier, very probably risen from the ranks, but of extraordinary intellect, the incarnation of evil, a man who cared for himself only and despised all others. Lust he knew, but of love he had no comprehension, nor of pity, nor of remorse, nor of mercy. An opinion that *Iago's* suspicions of his wife with either *Othello* or *Cassio* were 'well grounded' is surely untenable, and, as for his feeling any love for *Desdemona,* we have only to read his ceaseless efforts to prevent *Othello* from abandoning his intention of murdering her to be sure he was incapable of such an emotion. Are we not right in concluding that Shakespeare intended *Iago* to represent the incarnation of evil, stung into action by suffering the injustice of having placed over his head 'so slight, so drunken, so indiscreet an officer' as *Cassio?*"

The critic of the London *Outlook,* however, finds the new embodiment "a remarkably well-considered *Iago,*" going on to say:

"The man is there, and not there: a light, treacherous, plausible villain, in and out and through and around the action; just to a word what he says *Cassio* is, 'a slipper and subtle knave, a finder-out of occasions.' Mr. Irving's soliloquies slip from the corner of his mouth, as it were, offending our sense of reality in the least degree possible, and avoiding always the suggestion of a villain, solid and sinister, to whom the mind would refuse its credence. This *Iago* is the devil's artificer, and every mesh in the net he makes is spun out of words. It has not escaped Mr. Irving that *Iago* is a delicate and damnable artist in words. 'Put money in thy purse,' and again the devilish playing with the word 'angry'—it is a delight to hear what Mr. Irving brings out of these. In all his play of gesture and expression, too, there is a sort of mobile maleficence. I am inclined to think Mr. Irving's *Iago* will rank very highly."

THE CARTOONIST'S VIEW OF LIFE—Not personalities but party symbols are the stock in trade of political cartoonists of the day. This fact is brought out by an editorial writer of the New York *Evening Post* in estimating the work of the late Homer Davenport. It "illustrated to a highly accentuated degree what is true of the later phases of the cartoonist's art in general," declares the writer, who adds:

"The element of caricature in the political cartoon has been disappearing. Instead of personal caricature, we have symbols of parties, movements, and issues. We have, of course, Mr. Roosevelt's eye-glasses and prominent dental equipment. We have Mr. Taft's orotund good nature. We have had 'Uncle Joe' Cannon's nut-cracker nose and chin and up-tilted cigar. But even the Roosevelt *pince-nez* and teeth have become largely symbolic. Mr. Roosevelt, Mr. Taft, and Mr. Cannon usually appear as figures in a pictorial ensemble made up largely of abstractions—the Trusts, the Boss, the Common People. And these latter have become quite stereotyped in their outward form.

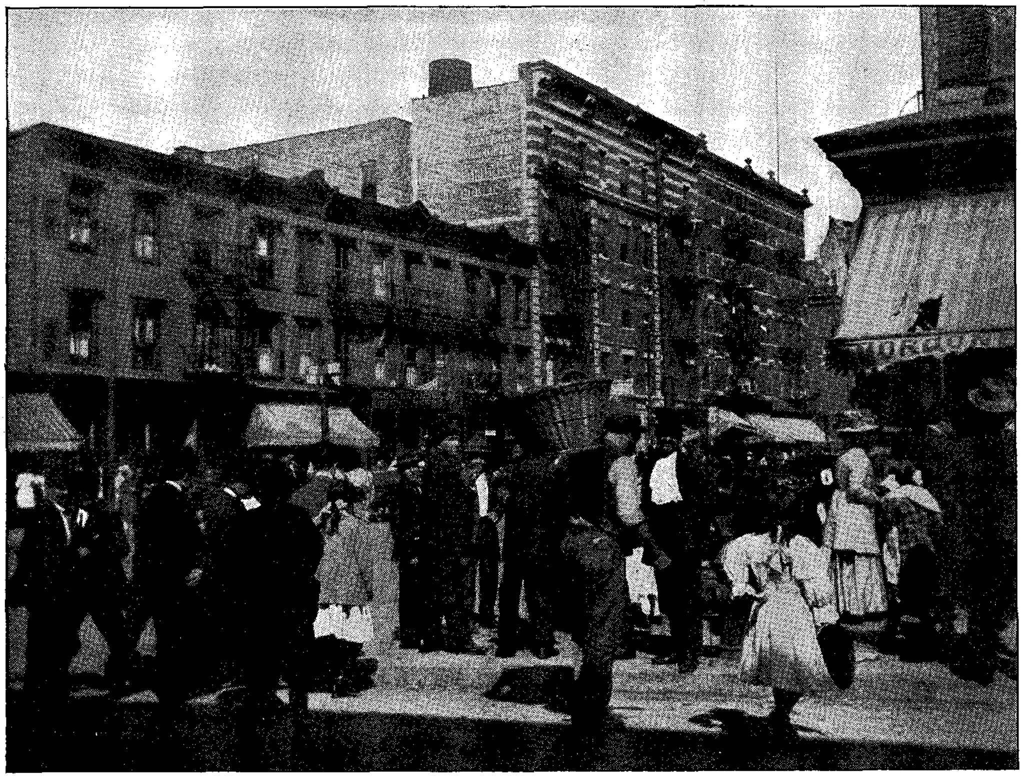
"Most artists nowadays draw the Trusts or the Interests as Mr. Davenport imagined them. The Boss is nearly everywhere a large, pursy, good-natured bandit, tho in life he may be no bigger than Charles F. Murphy or Abe Ruef. The Common People, with his various reincarnations, the Ultimate Consumer, the Strap-hanger, the Commuter, the Independent Voter, is nearly everywhere the same slight, rickety, near-sighted citizen, with mutton-chop whiskers and a soft hat. These are the permanent currency of newspaper art.

"New emblems, more or less temporary in duration, will be injected into the public notice; and these, too, are seized upon the country over and adapted to local conditions. All over the country to-day somebody's dawg is being kicked around in the newspaper cartoons. It is Mr. Taft's dawg in Illinois and Pennsylvania, Mr. Roosevelt's in New York, Mr. Bryan's dawg, the Suffragists' dawg, or even the Common People's dawg. But that is symbolism rather than caricature."

RELIGION AND SOCIAL SERVICE

FEDERATED WORK AMONG ALIENS

THE "AMERICAN PARISH" is one of the remarkable organizations of New York City that go to justify a recent utterance of Mr. James P. Cannon, chairman of the Men and Religion Forward Movement. He declared with pardonable pride, perhaps, that "agencies acting for the betterment and uplift of the community in New York are more numerous and diversified than in possibly any other city in the world." Among these the "American parish" is described by A. Chester Mann in *The Examiner* (New York) as "a new and significant method of Christian attack in great populous centers," owing its inception to the Rev. W. P. Shriver, Superintendent of the Immigration Department of the Presbyterian Home Missions Committee. Its field of operation is in the upper East Side, where the foreign population holds well-nigh complete sway. A few Protestant churches remain there and "the intention of this parish plan has been to federate the work and increase its efficiency through a concerted movement upon a great area of New York, and to develop a staff of pastors, visitors, club-leaders, and volunteer workers." The whole question of their success is dependent upon their endowment, as we see here:



Courtesy of "The Examiner," New York.

THE HEART OF THE "AMERICAN PARISH"

Where the federated Protestant churches of New York's upper East Side work among a population of Italians, Jews, Hungarians, Croats, and other non-English-speaking folk of Southern Europe.

"Except for men of intrepid courage and unfailing optimism the whole situation in these particular areas of New York City presents prohibitive difficulties. Happily men of this order are at the disposal of the Presbyterian Home Mission Board—men to whom a strenuous, unpromising field of service is merely a challenge to devoted, whole-hearted endeavor, and who at any time prefer to be 'up against' a difficult problem than enjoying some snug sinecure of slippered ease. There are, for instance, two great Italian communities within the scope of the American parish, one of them numbering 90,000, and Jews abound there by the thousand. Hungarians, too, and Croats, and other non-English-speaking folk from Southern Europe. It is a neighborhood from which Protestantism had definitely retreated, as is instanced by the fact that four years or so ago there existed only one English-speaking church, and that so rapidly on the decline as to be just about to close its doors when taken up by the Home Mission Committee two years ago. And it is also a neighborhood in which, on the face of things, Protestantism would appear to have had but a slender chance of success. But to the task of conquering for Christ and evangelical Protestantism this, as difficult a field as is to be found anywhere in the Union, the promoters of the American parish have addrest themselves. And success, such as looked well-nigh impossible at one time, has already crowned their labors.

"The American parish seeks to relate itself in a cooperative way with all other Christian and social agencies in that part of New York covered by its operations, and aims to be a formative force in developing those schemes of social uplift which all real Christian people desire to see active in the interests of the incoming alien."

The control of the work of the American parish is in the hands of the Rev. Norman Thomas of the East Harlem Church. Associated with him are men whose names ally them with their racial environment, such as the Rev. Francesco Pirazzini, the Rev. Giovanni Tron, and the Rev. G. J. D'Anchise. They are also assisted by Dr. Shriver in an advisory capacity. Of their efforts we read:

"The first purpose of this board has been to make a thorough-going and searching study of the entire community and to gather an approximate estimate of the forces at work within it, whether for good or ill. Upon the basis of this study the various developments of the work are being projected. The estimated cost of the work of the entire parish for the forthcoming year is $14,000—to cover the salaries of five pastors and other helpers. That the policy pursued by the American parish has found favor at headquarters is evidenced by the fact that last year the Church Extension Committee appropriated for its uses in buildings alone $108,000—$42,000 for the Church of the Holy Trinity and $66,000 for the Church of the Ascension.

"The work of the American parish lays open a field offering the finest opportunities for the exercise of the special benefits expected to be derived from the immigration fellowships recently announced by the Presbyterian Home Board. Writing a little while ago about these fellowships, Mr. Shriver said: 'This progressive move on the part of the Home Board is one of the utmost significance in training a new leadership for the Church. Three years ago a party of college men spent a year in the peasant districts of Hungary, Poland, and Italy, under the direction of Prof. Edward A. Steiner. The plan was advocated by Dr. Steiner as an effective method of preparing men for work among the immigrants. The Presbyterian Board, however, is the first home-mission agency that has undertaken in any comprehensive way to prepare missionaries by this method for the new and urgent service required in this country.' "

This work, it will be recalled, was described in THE LITERARY DIGEST at the time Professor Steiner announced his plan. It aims to send men to the home countries of our immigrant population, there to learn their language and habits of life in order to find a better means of approach to them here. It began to be realized that the immigrant showed only his worst side when taken from the pleasant rural surroundings of his home country and thrust into the congested districts of our manufacturing centers. Hence this preliminary training of the missionary:

> "In addition to the study of the life and religious conditions of the people, special and detailed inquiries will be made into specific phases of the immigration question, such as the acceleration of immigration by commercial agencies, the influence of returning immigrants, the white-slave traffic, conditions at ports of embarkation, topics which have been carefully investigated by the recent Federal Immigration Commission, but which require a persistent and continuous interest. In particular, the state and work of the Protestant churches in Austria-Hungary and Italy and other countries will be studied in relation to Protestant evangelization among immigrants from these countries in America. With such an intimate and familiar acquaintance with the land and life of the immigrant, and with a working knowledge of his language, a minister engaging in the Church's work in New York and other industrial communities in this country can not fail to be placed at a point of splendid vantage."

THE STORY AND MESSAGE OF RAYMOND ROBINS

THE OUTSTANDING PERSONALITY of the Men and Religion Movement seems to have been Raymond Robins. His message and the story of his life made a deeper impression, we are told, than anything else, no matter where the audience. He was the "social-service man" of "Team No. 3," and he always "put it over," so Arthur P. Kellogg declares in *The Survey* (New York), "in spite of the trepidation of some of the churchly, who have thought him rather a wild radical and fomenter of strikes, and in spite of the doubts of social workers, who have found too much of 'church social service' bound up in a dole and a tract." Robins, as described by one of the Hartford ministers, "is essentially sane and constructive, not attacking any phase of the existing order without suggesting an adequate and positive improvement." These are the details of his story:

> "First a barefoot boy, poor as only the poor of the South are poor.
>
> "Then a young man, working at hard labor for $10 a month and his keep.
>
> "A coal-miner, at a dollar a twelve-hour day, down in old mines without machinery or modern methods, often the whole day on his knees swinging a pick in a low shaft, at night too tired for more than a meal and a sleep—no fun, nothing but work and eat and sleep, with a growing taste for liquor 'to forget it.'
>
> "Something within drives him west to a silver-mine. There, as a union miner, he works eight hours a day, for $4—one-third less work, four times more pay. The sun shines on him every morning and every afternoon, instead of Sunday only. He has leisure and money. He learns to play ball, a man grown, for the first time. He reads hungrily everything he can lay his hands on. He is active in his union. But he does not join a church, for Herbert Spencer and other over-rich fare in his reading have given him a young thinker's scorn of this Christ he has never seen, and the other fellows do not know or talk about.
>
> "At the first flash of the news from the North he, a skilled miner, is off for the Klondike, where he makes good. Stormbound in a Roman Catholic mission on the Yukon, he spends two days with a priest, close-bound in a hut, before an open fire. There they talk, hour on hour. As they get down to the deeper things, Robins parading his unbelief, he sees, as the fire flares up, a something in the priest's face he has never seen before. This, he thinks, must be that peace of God which passeth all understanding, which he has read about, and it makes a fleeting impression on him.
>
> "A little later, alone and lost and drowsy from the cold that has almost overcome him, he looks ahead to see a white cross standing out against the sky. It is sure proof to him that he has lost his grip, is seeing things that do not exist, is ripe for freezing. Stumbling forward on his snow-shoes, with eyes closed to shut out the imaginary sign of men in a pass where men have never been, he comes up hard against something. It is the cross. And it really is a cross, over a trapper's grave—two trees lasht together, and all white with frost crystals. Men have been here before and have got out. It puts new courage into him, and he gets out."

RAYMOND ROBINS,

The "social expert" of the Men and Religion Movement, "whose life story and burning message never failed to thrill great audiences."

A little later he confesses Christ," becomes the hardest worker of all in organizing a mission, and the miners elect him their minister. Further:

> "This St. Bernard's Congregational Church at Nome goes well, but Robins is stricken with typhoid fever and is sent out to the States to die. Months afterward, when his strength returns, he starts to work again in Graham Taylor's church and social settlement, the Chicago Commons. So for a time the miner-preacher becomes settlement-worker. But he wants even more of the common life than this, and later, married, he sets up a home in an ordinary flat in an ordinary tenement of the district. . . . . . .
>
> "He was for a period superintendent of the Municipal Lodging House, with the hang of all the seasonal trades of the Middle West hard-won by working at them himself, and a personal acquaintance with 45,000 homeless men and boys; he has been a member of the Board of Education; he helped clean the streets and inspect the milk and organize unions and break the gang—and for seven years the Seventeenth Ward of Chicago has sent clean men to the City Hall."

The following are "bits of his message" that stirred congregations wherever he was heard. In Chicago, the ministers complained that Robins was "preaching without a license"; the labor-leaders complained that he was preaching "all the time he was talking labor"; and the politicians that he was "preaching all the time he was talking politics." Social service in the church, he says, has three watchwords:

> "First, cooperation—not organic unity, but cooperation for service. Second, investigation—to find the facts, the work of the social surveyor. Third, publicity—daring to take the methods and to pay the price of community education so as to carry along with you not a few of the elect, but the whole community."

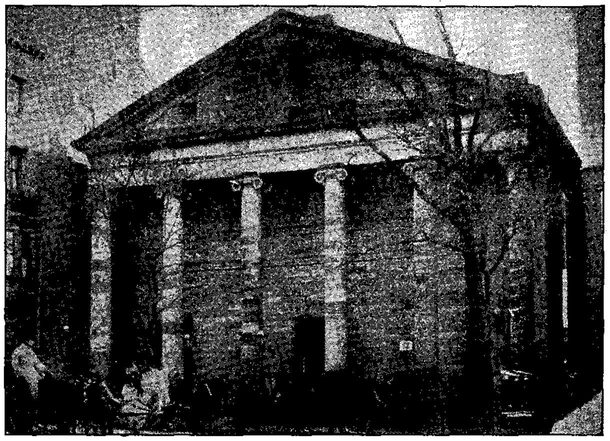
But underneath this, which is a matter of method, says Mr. Kellogg, is the real message in his rooted conviction that the most pressing problem of our times is the problem of democracy in industry, and this problem lies close to men and religion. Here are some bits from his creed:

> "It is inconceivable that a feudal workshop shall continue to exist side by side with a free church and a free state. A great tide of democracy—in industry—is sweeping over the

whole world. As it begins to find itself, here and there, it thrusts aside all feudal concessions—profit-sharing, welfare work, shorter hours, the very best of conditions—everything which has not come of its own effort. The conditions of employment in a trade-agreement worked out democratically around a table by employer and men will stand. None other will. The sweep of the thing is irresistible, world-wide, growing every day. The old vertical lines of social division—by income, profession, family—are gone. The new line is horizontal. Above it are all those who live by dividends, and below it are all those who live by labor. Already it is more than a line—it is a crack, a cleavage. And I tell you that, unless that cleavage is bridged in the next ten years, it never will be bridged in our time. You must have either trade-agreements or socialism. If you dam up the democratic movement it will break out in strange ways, and perhaps attack not only interest and rents and profits, but some of the greatest things of our civilization."

A DEMOCRATIC CATHEDRAL

THERE IS LITTLE of the medieval idea of a cathedral in the Protestant Episcopal parish church in Boston that the Massachusetts diocese has just chosen as its episcopal seat for the next quarter-century. The sacrifice of "the impression made on the imagination" is especially marked when this edifice is viewed in comparison with the imposing ones of Washington and New York. Whatever may be said in favor of an overtowering structure that by its size has been supposed to shadow forth the omnipotence of God, it is seldom, as *The Churchman* (New York) points out, that, "with large sums available, has the thought of efficiency in administration been so consciously controlling as in the decision just reached in Massachusetts." The property held in trust by this diocese for cathedral purposes has increased to over a million dollars, but Bishop Lawrence pointed out, in his recent convention address, that this sum, now inadequate for a suitable new structure, would necessarily be slowly augmented. Meantime the people ought to learn by experience "what a cathedral is and stands for." In the Protestant Episcopal Church papers Bishop Lawrence's words are quoted showing how he turned the thought and enthusiasm of the diocese to the immediate future:



A CATHEDRAL FOR EFFICIENCY.

Boston, for twenty-five years at least, has decided to let St. Paul's Church serve it for cathedral purposes.

> "First, as to the site. It is the very center and heart of the diocese. Next year there will pass through the Park Street subway station some fifty millions of people, of whom millions emerge at the doors of St. Paul's. There must be added to these the many thousands that enter the city by other means and pass along Tremont Street. Six millions more pass annually a block away at the Washington-Winter-Street subway station. Or, to put it in another way, St. Paul's Cathedral is within an hour of the larger part of the members of the diocese, within two hours of practically all, and the center within a radius of fifty miles of a population of three millions. It is so situated as to draw the least from the strength of the parishes, and at the same time to send out to the parishes spiritual direction and enthusiasm.
>
> "The question arises, Is not the church too small and cramped in its lot to answer the purposes of a cathedral? It must be granted that the area and church are much smaller than we wish. There will be no opportunity for great functions, immense congregations, and services impressive by their magnificence. That is a loss; for such services do impress and uplift. They are, however, only occasional in a great cathedral; and at other times the nave is often sparsely filled and cheerless in its vacancy. St. Paul's Church, however, is capable of such changes and enlargements as will add surprizingly to its seating-capacity, its dignity, and ease of access. The present crossing of the Cathedral of St. John the Divine in New York, which is, of course, only the beginning of the cathedral, seats now but fifteen hundred; St. Paul's may be made to seat more than eleven hundred.
>
> "The suggestive point is here, however: St. Paul's is so situated as to be in the center of the whole people seven days in the week. On week-days and on every hour of the week-days, as often as the people show that they want it, St. Paul's doors, always open, will be open for services. Every member of the diocese coming to Boston for an hour or a week will have a place of worship that is his own; and the people of the whole city, aye, of eastern Massachusetts, without regard to social station, place of residence, race, or creed, will have a church which is theirs. It will be a people's church. Within it will be celebrated the regular services of the church in all their dignity and beauty; within it, also, will be such varied services, addresses, lectures, and music as will inspire, educate, comfort, and uplift the people.
>
> "Thus administered, I believe that its total number of worshipers and its real spiritual force will be equal to that of many great cathedrals. I believe, too, that this practical cathedral will appeal to the judgment and traditions of the people of Massachusetts; they will discover that a cathedral has other uses than as a storeroom for monuments or a noble piece of architecture from which the life has fled. For by the construction of rooms and offices we plan to make the cathedral also a center of diocesan, charitable, and missionary administration."

PARIS REQUIEM FOR THE "TITANIC"—It was a scene those present probably will never forget when the solemn refrain of "Nearer, my God, to Thee" filled the great hall of the Trocadero, in Paris, mingled with the sobs of those gathered to remember the victims of the *Titanic* disaster. The meeting is eloquently described in *La Liberté* (Paris). The English choir of Leeds, Yorkshire, led by Felix Weingartner, and accompanied by the Calonne orchestra, sang the Berlioz "Requiem." But, adds this writer:

> "The Requiem of Berlioz, in spite of its beauties, had less effect upon its hearers than the simple hymn chanted at the beginning of the service by the English choristers. Two hundred and fifty voices of men and women thundered forth the hymn 'Nearer, my God, to Thee,' which the unfortunate shipwrecked victims of the *Titanic* sang at the hour of death in the midst of the ocean. This Anglican hymn resembles our Catholic hymns. It is broad in meaning and is inspired. It breathes the spirit of profound faith. When we heard it yesterday it seemed to us sublime. When the first notes of this hymn were uttered the whole audience rose. The members of the Calonne orchestra did the same. Every face grew pale; the women, covering their faces with their hands, seemed to pray or weep; a kind of shudder passed through this crowd composed, as it was, in a great measure, of religious skeptics. But in listening to this supreme appeal to the pity of God your imagination mingled with the air, with the night, with the infinite outside, and the terrible solitude of the gigantic ship stricken to death and laden with human beings doomed to die. The hymn arose ardent and serious, 'Nearer, my God, to Thee, Nearer to Thee, Nearer to Thee.' Doubtless among the men and women who listened to it more than one of them felt that this faith which they had neglected, forgotten, or denied, for a few moments regained its power over them, recovered all its empire in the most frivolous hearts, in the most emancipated minds."—*Translation made for* THE LITERARY DIGEST.

MOTOR-TRIPS AND MOTOR-CARS

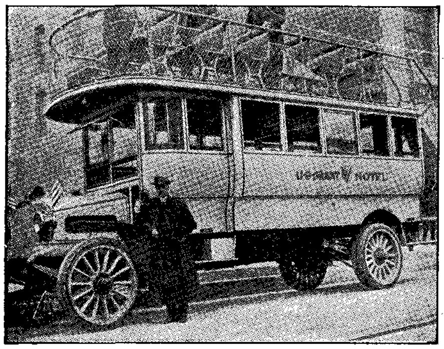
MOTOR-TRUCK FACTS WORTH KNOWING

Written for THE LITERARY DIGEST

By HARRY WILKIN PERRY

Secretary of the Commercial Vehicle Committee of the National Association of Automobile Manufacturers.

A GENERAL article of from 1,800 to 2,000 words on the motor-truck situation can cover only a fraction of the subject. One must condense material suitable for a large volume into the space of a small pamphlet. I shall therefore merely state some of the important facts at hand and leave the reader to establish their constructive relation and draw his own deductions as to their value and significance.



From "The Commercial Vehicle."

MOTOR HOTEL-BUS IN USE IN CALIFORNIA.

Motor-trucks and delivery wagons have now been manufactured and used in the United States for fifteen years. A number of companies have been making them consecutively for ten or twelve years. Electric trucks are still in use after having seen regular service in the brewing and express businesses for more than ten years. State registrations show about 10,000 users of commercial vehicles in this country. Estimates of the number of vehicles in actual service vary from 20,000 to 30,000.

The "wheel tax" registrations of Chicago show that the number of motor-trucks in that city increased from 788 on February 1, 1911, to 1,439 on February 1, 1912, or an increase of 82.6 per cent. in one year. The number of horse-drawn wagons in Chicago decreased in one year 3,000. About 50,000 wagons exist in that city, all of which should be displaced within five years if the present rate of increase in motor-trucks remains constant.

That makers are anticipating a rapid development in the demand for trucks is indicated by the fact that 250 companies are now offering them in the market. At shows in New York and Chicago last winter 100 different companies displayed models of trucks and delivery wagons. Many new companies are marketing products for the first time this year. Most of the older companies have prepared to increase their output, in most cases by several hundred per cent. Reports from fifty companies contained in an incomplete census now in progress indicate that the output for last year nearly equaled the production, and exceeded the valuation of all preceding years. In 1911 fifty companies built 4,500 machines valued at $9,121,000 as compared with 4,790 valued at $7,394,500 built in years prior to last year.

A special appropriation of $720,000 was made last year to motorize the Fire Department of New York. Bids were opened in April for twenty-six pieces of self-propelled apparatus. Fire Commissioner Johnson says five years should see the last of the 1,500 fire-horses used in New York. Indianapolis celebrated with a motor parade on May 1 a reduction in fire-insurance rates granted by the insurance companies as a result of the purchase by the city of nine pieces of motor-apparatus. It is estimated that this reduction in premiums will result in an aggregate saving of $100,000 to property-owners.

Power-wagon advocates foresee the passage of ordinances in New York, Chicago, and other large cities prohibiting the use and stabling of horses in congested centers. They give the horse about five more years in such cities. In ten years the automobile and taxicab have almost driven the horse carriage and cab from the streets. The rate of the displacement of the work-horse will be greater. Sanitarians point to the stable as the breeding-place of the "typhoid fly" and the filth of streets, blown about by winds, as a serious menace to health in carrying germs. Moreover, traffic congestion demands relief. One motor-truck on an average does the work of three horse-drawn wagons and occupies less than thirty per cent. as much space in the streets. City taxes are mounting year after year and becoming burdensome. A considerable proportion of the money raised by taxes is expended in street repairs and street cleaning. Rubber tires on motor-trucks cause no injury to well-made streets. Horses are the chief source of street filth, so that only a fraction of the present work and cost of street cleaning will be required when horses are dispensed with. The oil dript from motor-vehicles, once considered injurious to an asphalt pavement, is now recognized as an excellent allayer of dust, and therefore a hygienic factor of value.

Motor-trucks and motor-trucking have emerged from the experimental state. They have proved their case. Companies that were among the first to buy and use motor-wagons are the best buyers of them to-day. Their orders constitute from 50 to 60 per cent. of the business done by some of the leading manufacturers.

There is now hardly a trade dependent on road haulage or delivery in which the motor-truck or delivery wagon has not been put to service. One large company has sold two-ton and three-ton machines to customers engaged in nearly 150 different trades. Early users paid heavily for their experience, but only a negligible few abandoned the truck to return to horses. Records of the cost of operation and maintenance, kept through periods of years, are available to prove the relative economy of motor service. Averages, taken from many services in various parts of the country, show that the normal cost of maintenance and operation, including all items chargeable against the service of trucks of different sizes, are as follows:

Gasoline-machine, per working-day: One-ton trucks, $8.07; two-ton, $10.45; three-ton, $11.75; four-ton, $13.80; five-ton, $14.90; seven-ton, $16.45; and ten-ton, $18.50.

Electric delivery wagons, $5.16; light trucks, $5.63; medium-capacity electric trucks, $6.91; heavy electrics, four to five tons, $7 to $8 a day.

It costs from $6 to $6.50 per day to keep a team and wagon at work, but a motor does three times as much work.

Records of the Department of Health in New York show that 20,146 horses were removed from the streets during the twelve months ended December 9 last. In the first two weeks of July 1,708 succumbed to the heat. In four consecutive mid-winter weeks in the winter of 1910-11, 1,768 died, or were disabled and had to be shot on account of the condition of streets due to snow and ice. In Chicago 4,800 were removed from the streets last year, and 2,000 more were taken from stables and disposed of. Here was an economic loss. The value of horses has risen rapidly in recent years, coincident with increased prices for hay and other feed. Good draft animals range in price from $150 to $350. Simple mathematics show that, even if it is assumed that the older and weaker animals were the ones to succumb, and their value be placed at an average of $75, the 20,000 removed from the streets of New York represented an aggregate loss of $1,500,000 in one year.

If a horse falls and breaks a leg he becomes useless. If a motor-truck breaks a wheel, it can be repaired or replaced. Motor-trucks can be insured against damage as well as against fire and theft at rates which, while too high, at least make insurance worth while; but the rate

From "The Power Wagon."

A TRACTION ENGINE CLIMBING A HILL NEAR SPOKANE.

on horses is practically prohibitive except for racing and breeding stock.

Dependability, speed, and mileage capacity are of more importance to progressive business concerns than a saving in transportation costs. If it were not so, the steamship would not have superseded the sailing-vessel, the railroad the canal boat and stage, the telephone and telegraph messengers and mails, to the extent that they have. By those who have given it a fair trial, the motor-wagon is recognized as an asset in the upbuilding of business, increasing the territory that can be served daily, and winning customers by promptness and certainty of service. It travels on schedule over slippery streets that in winter cause almost a suspension of animal service, and continues at work through midsummer unaffected by heat.

Leading department stores make deliveries by motor-truck of all purchases to points twenty, thirty, and more miles from the store within twenty-four hours and through all seasons of the year. In the midwinter holiday season they call especial attention in their newspaper advertising to this quick and reliable service. Some of the largest retail houses depend entirely on motor delivery. One of the big national express companies recently announced its intention to buy 200 motor-trucks annually, presumably with the expectation of retiring all horses as rapidly as the conversion can be made economically.

OAHU ICE & ELECTRIC CO.
AUGUST DREIER LIMITED OWNERS.
ICE
WE USE DISTILLED WATER ONLY.

From "The Horseless Age."

AN AMERICAN TRUCK USED IN HONOLULU.

There are so many examples of the successful installations of power-wagons in various trades that to express skepticism about them indicates now a lack of up-to-date knowledge that might easily be acquired by investigation. Detailed accounts of services in different industries are published from time to time in journals devoted to each particular trade. Four monthly motor-truck publications give full information on all phases of the subject. At the annual commercial-car shows all the latest models of leading makes are exhibited for inspection in the shortest possible time and with the least trouble. Exhibitors are prepared with facts and photographs to tell inquirers just what their vehicles are doing for others engaged in the same or similar lines of business.

Nearly all the failures to derive satisfaction from motor-trucks or delivery wagons that have occurred in recent years have been traced to misuse and lack of proper care. Overloading and over-speeding are the most serious abuses that the truck has to stand and for which the truck-maker must take the blame. It is not uncommon for truck-users to load a machine from 50 to 100 per cent. beyond its rated capacity and drive it at the highest speed it will make. The manufacturer has no way of preventing such overloading. Many are now placing speed-governors for the engines and sealing them up so they can not be tampered with by operators. But even this can not prevent a driver from withdrawing the clutch and allowing the truck to coast down a mountain road under full load at twenty miles an hour.

Every piece of machinery needs frequent cleaning and oiling, adjustment and inspection, but not a few truck-users are under the impression that it is most economical to keep the machine in service the largest possible number of hours consecutively. So they run it twenty, and in some cases as many as twenty-four, hours a day, allowing little if any time for the care necessary to keep it in good condition.

The requisites for the most successful use of motor-trucks are that they shall be placed under the care of a thoroughly competent engineer-superintendent, preferably in a garage maintained by the owner; that they shall be given systematic daily inspection by a reliable mechanic and the care indicated by such inspection; that they shall be loaded so as not to exceed the rated capacity; that they shall be operated during a normal number of hours daily, and driven with moderation and intelligence at no more than the rated speed. The condition of a road surface should govern the speed.

Quick starting and sudden application of the brakes should be avoided. In short, the owner or some responsible member of a firm should, in the interest of the investment, give personal attention to the management of the service for a long period after installation in order to assure himself that the machines are receiving proper treatment. Frequent inspection of the service by agents of the manufacturer will be to the advantage of both buyer and seller.

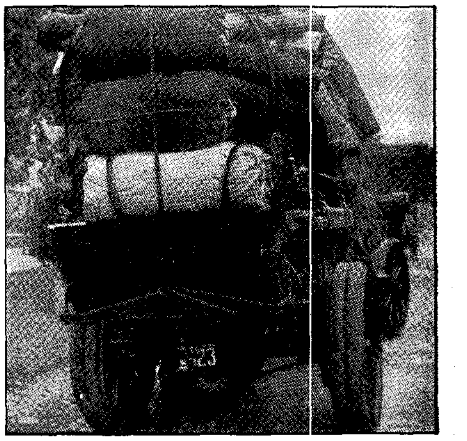
THE COMMERCIAL VEHICLES OF WINNIPEG

Winnipeg not only boasts of being "the most northerly city on the continent, with a population of over 100,000," but of possessing, for a city of its size and location, a remarkable number of commercial vehicles already in use. Its three department stores are all using motor-trucks for deliveries. One of these has found the truck so useful that it feels it could now scarcely carry on its business without it. It is the largest department store in Canada, and employs over 4,000 people. Four motors are in use. During the past winter they were used every day in making the most distant suburban routes. One of the newspapers employs motor delivery-wagons in sending papers to distribution centers and railway-stations. Brewers also use motor-trucks, as well as grocers, butchers, and other houses. Elsewhere in that part of Canada, in small cities and towns, the commercial vehicle is also employed. A writer in *The Commercial Vehicle* declares it to be "a foregone conclusion that it soon will be used extensively." Dealers in Winnipeg have already disposed of seventy commercial vehicles for use in other towns, and have also disposed of "a very much greater number of farm tractors, now extensively used for plowing, cultivating, etc."

THE COST OF OPERATING TRUCKS

Some of the latest data as to the comparative cost of operating trucks have been obtained by *The Commercial Vehicle* from Springfield, Mass. Relating to different lines of business, they show "splendid economy in widely varying work and under decidedly different conditions." The experience of one firm was with six motor-trucks and 46 horses in teaming over a territory covering distances as great as 75 or 100 miles. It was found that the trucks gave the best results in long-distance hauls. Trips of 25, 30, and 50 miles were constantly made. Furniture was taken as far as Boston, that is, 100 miles distant. Formerly these long-distance hauls were made by horses. Comparisons show gains to the credit of the motor-trucks. Following are some of the details:

> "In former days these long-distance hauls were done by horses. Mr. Oatley shows concretely where he has gained by securing motor-trucks for this work. To make the Hartford trip with horses took two days, and left the animals in such condition that they must rest in the stables for another half-day. This same team, if kept busy in Springfield, would earn $12.50 a day, or about $31 in the time that was spent in the Hartford trip. A truck makes this trip in one day, and is ready for another trip like it in the morning. The charge for a load of furniture to Hartford is $30.
>
> "The men who traveled on the wagons to Hartford had to be provided with extra expenses for board and hotel rooms while out of town. These expenses the truck saves. A further test of one of the trucks in Mr. Oatley's service came one day when a load was carried to Warehouse Point. Conn., 14 miles, the return made to Springfield, and another load carried to Turner's Falls, through a few inches of snow, a distance of 40 miles, the return again made, and a third load carried to Portland, Conn., 42 miles, and the truck brought back to Springfield, all in one day. With one truck 68 tons of iron water-pipe was transferred a distance of a half-mile from freight-cars to an open lot in one day.



From "Motor Age."

A LOADED ARMY TRUCK.

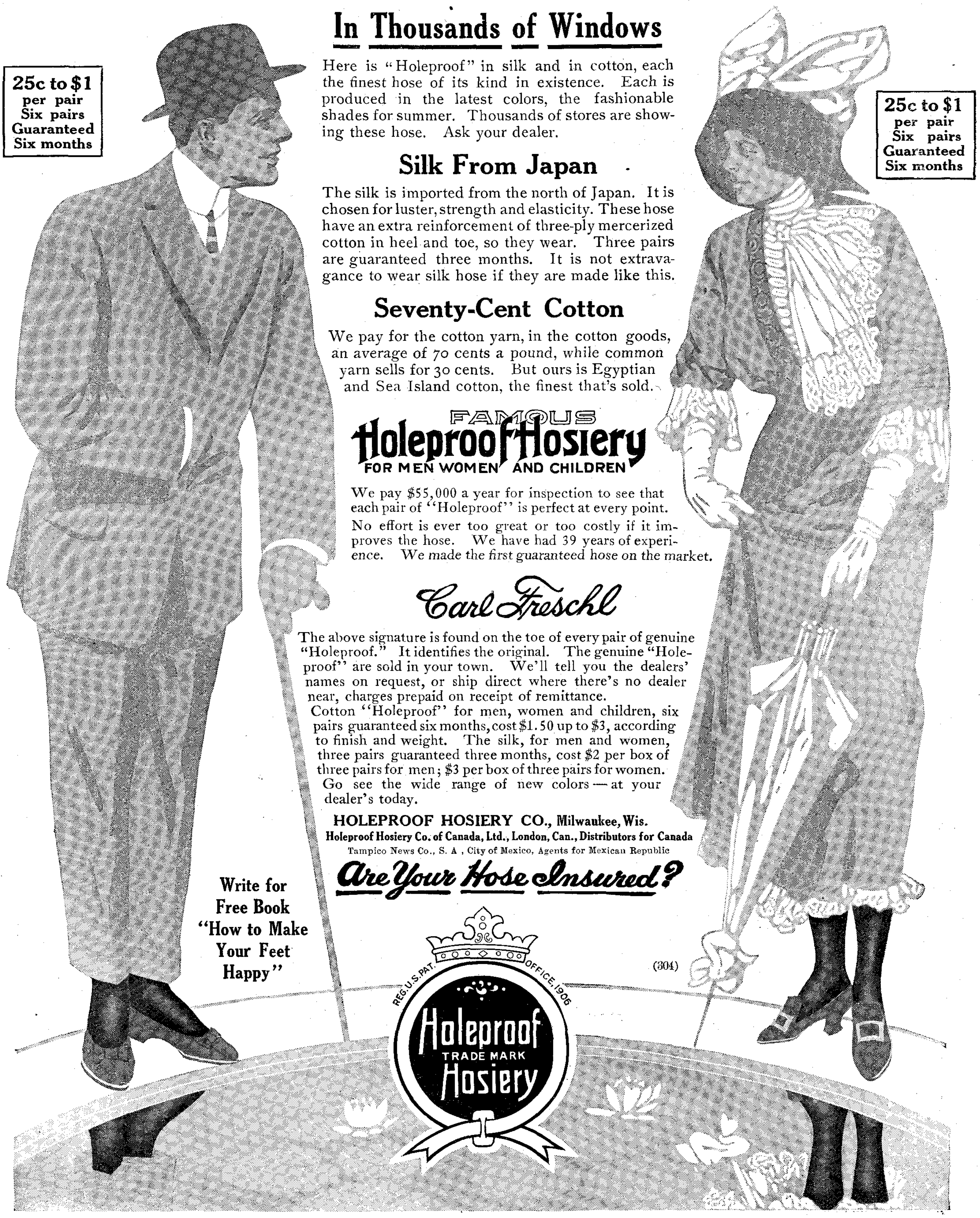
> "In comparing the costs it is shown that a motor-truck costs $11.96 a day as compared with $4.63 for a two-horse team.

(*Continued on page* 1048)

New Summer Colors for Ankle-Wear

The Newest Holeproof Hosiery for Men, Women and Children is Now Being Shown

In Thousands of Windows



25c to $1
per pair
Six pairs
Guaranteed
Six months

Here is "Holeproof" in silk and in cotton, each the finest hose of its kind in existence. Each is produced in the latest colors, the fashionable shades for summer. Thousands of stores are showing these hose. Ask your dealer.

Silk From Japan

The silk is imported from the north of Japan. It is chosen for luster, strength and elasticity. These hose have an extra reinforcement of three-ply mercerized cotton in heel and toe, so they wear. Three pairs are guaranteed three months. It is not extravagance to wear silk hose if they are made like this.

Seventy-Cent Cotton

We pay for the cotton yarn, in the cotton goods, an average of 70 cents a pound, while common yarn sells for 30 cents. But ours is Egyptian and Sea Island cotton, the finest that's sold.

FAMOUS
Holeproof Hosiery
FOR MEN WOMEN AND CHILDREN

We pay $55,000 a year for inspection to see that each pair of "Holeproof" is perfect at every point.

No effort is ever too great or too costly if it improves the hose. We have had 39 years of experience. We made the first guaranteed hose on the market.

Carl Freschl

The above signature is found on the toe of every pair of genuine "Holeproof." It identifies the original. The genuine "Holeproof" are sold in your town. We'll tell you the dealers' names on request, or ship direct where there's no dealer near, charges prepaid on receipt of remittance.

Cotton "Holeproof" for men, women and children, six pairs guaranteed six months, cost $1.50 up to $3, according to finish and weight. The silk, for men and women, three pairs guaranteed three months, cost $2 per box of three pairs for men; $3 per box of three pairs for women. Go see the wide range of new colors — at your dealer's today.

HOLEPROOF HOSIERY CO., Milwaukee, Wis.
Holeproof Hosiery Co. of Canada, Ltd., London, Can., Distributors for Canada
Tampico News Co., S. A., City of Mexico, Agents for Mexican Republic

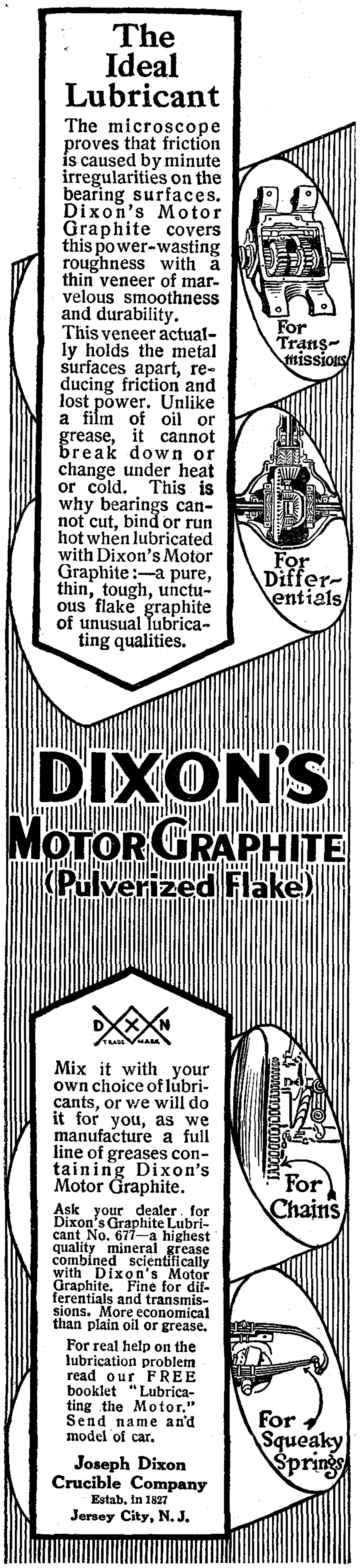
Are Your Hose Insured?

25c to $1
per pair
Six pairs
Guaranteed
Six months

Write for
Free Book
"How to Make
Your Feet
Happy"

(304)

REG. U.S. PAT. OFFICE, 1906
Holeproof
TRADE MARK
Hosiery



The Ideal Lubricant

The microscope proves that friction is caused by minute irregularities on the bearing surfaces. Dixon's Motor Graphite covers this power-wasting roughness with a thin veneer of marvelous smoothness and durability.

This veneer actually holds the metal surfaces apart, reducing friction and lost power. Unlike a film of oil or grease, it cannot break down or change under heat or cold. This is why bearings cannot cut, bind or run hot when lubricated with Dixon's Motor Graphite:—a pure, thin, tough, unctuous flake graphite of unusual lubricating qualities.

DIXON'S MOTOR GRAPHITE (Pulverized Flake)

Mix it with your own choice of lubricants, or we will do it for you, as we manufacture a full line of greases containing Dixon's Motor Graphite.

Ask your dealer for Dixon's Graphite Lubricant No. 677—a highest quality mineral grease combined scientifically with Dixon's Motor Graphite. Fine for differentials and transmissions. More economical than plain oil or grease.

For real help on the lubrication problem read our FREE booklet "Lubricating the Motor." Send name and model of car.

Joseph Dixon Crucible Company
Estab. in 1827
Jersey City, N. J.

MOTOR-TRUCKS AND CARS

(*Continued from page* 1046)

The figures as given for the animals were obtained by striking an average on the cost as shown by 50 horses with vehicles for the period given. The figures are made on a valuation of $1,000, and the entire expense of the year is charged against 313 working-days. The cost of shoeing the horses and repairing the wagons is kept very low by having a blacksmith who is paid wages by the company, and is regularly employed in doing only its work."

AN EIGHT-WHEEL TRUCK

It is understood by *The Motor World* that the field of commercial vehicles will soon be invaded by "a brand-new type of truck, which will mark a distinct era in the industry." This truck is what is known as the dual-wheel truck, the moving spirit being Alexander Dow. Mr. Dow has organized a company, with $300,000 capital, and expects to put on the market a truck of eight wheels instead of four, this being the first truck constructed with that number of wheels. No definite date has thus far been set for the appearance of this type of truck. Work on an experimental vehicle will, however, be undertaken very soon. *The Motor World* explains:

"The purpose of the unique construction of the vehicle is twofold. It is expected to eliminate skidding—it is given out that Molesworth's real efforts in originating the design were to produce a vehicle that would not skid under the most adverse conditions—and also to reduce vibration due to uneven road surfaces to the minimum. To these ends, each axle carries two wheels at each extremity instead of one, the two wheels of each pair being mounted close together at the ends of a short spindle arranged at right angles to the main axle. Consequently the spindle becomes as a lever of the second class, whose arms are of equal length. The construction follows closely that which has been used for a number of years in Pullman cars, in fact, the theory being that as one of the wheels of a pair mounts an obstruction the other remains on level road, and the total vertical movement of the truck frame is reduced by one-half. It is pointed out that as dual rear tires are the rule rather than the exception, anyway, they might better be placed on separate wheels and advantage taken of the principle which has been outlined."

MOTOR-TRUCKS IN TELEPHONE SERVICE

An article setting forth the efficiency of motor-trucks in erecting and keeping in repair the poles on which telephone wires are strung is printed in *The Motor World*. One prominent company is said to have effected a saving of many thousands a year by the use of forty-eight motor-trucks, of which forty-three were gasoline and five electric. In some lines of work only have motor-trucks been found advantageous. Horse-drawn vehicles are still employed for other kinds, the deciding factor being efficiency and saving. *The Motor World* quotes the superintendent of buildings and supply for this company as saying:

"The transportation problem of the Telephone Company is made up of a number of fairly distinct elements: *a.* The transporting of heavy construction material. *b.* The use of a truck equipped with a power-winch as a tool in erecting poles and placing lead-covered cable in the plant. *c.* The transporting of loop gangs with their tools and equipments. *d.* The delivery of splicers' supplies. *e.* The delivery of subscribers' station-apparatus. *f.* The distribution of repaired material from the shop.

"Over a period of several months, records were maintained of loads carried by horse-drawn trucks, both in underground and aerial cable-work. These records showed that the average load was about 5,000 pounds, altho in a number of cases 8,000 pounds were carried, and in other cases, two trips of a horse-drawn truck were necessary where one trip of a large-capacity motor-truck would have proven more economical. These cases, however, were infrequent enough to show that on the average a truck to meet the maximum condition would go out loaded to about half of its capacity; and the cost of maintenance, as against a truck which would more nearly meet the average condition, was so much higher as to entirely offset this saving in carrying the occasional heavy load. We therefore decided that a truck of 6,000 pounds' capacity would best meet our requirements, and that it must be equipped with a power-winch and a strongly built body of special design.

"We have a number of trucks that are used continually in the service. The average mileage of such trucks is approximately 11,000 miles per year; that is, the truck is used as a truck more than 50 per cent. of the time, and the saving involved is largely in the cost of trucking as compared to a horse-drawn truck.

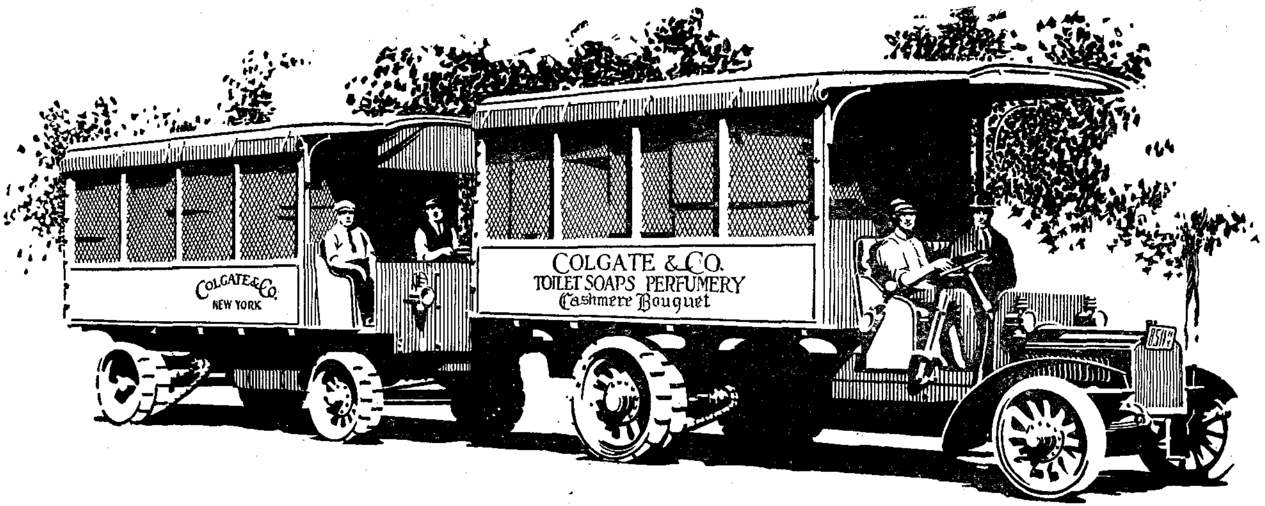
"In parts of our territory where we have extensive underground plant, the 6,000-pound truck is used for delivering and pulling in underground cable. After this has been accomplished, the splicing forces are employed in connecting up section-lengths and cutting cable into service. The 2,000-pound truck is used as a traveling storeroom, going from job to job, furnishing each splicer with tools, solder, paraffin, lead sleeving, or other supplies, as may be required for carrying on the work. This service has effected a considerable saving over the horse-wagon delivery.

"We are not prepared, at this time, to furnish detailed figures on the saving effected through the use of the 2,000-pound truck in aerial loop work. In fact, we have not in any case replaced horse-trucks where the entire time of a power-truck would be required. We are using eleven 2,000-pound power-trucks, where part time is given to loop work and part time to the delivery of pole-line hardware, wire, and miscellaneous material, used in the aerial plant; in every instance these trucks have been installed where there was no doubt as to the saving to be effected.

"It seems probable that the telephone man, not directly interested in outside-plant work, does not realize the magnitude of the trucking problem involved in building and maintaining a telephone plant. A perusal of this article might, therefore, lead most of us to believe that the company had entered more extensively into the use of power-trucks than a proper degree of caution would seem to warrant. As a matter of fact, we are hiring, on the average, approximately five times as many horse-drawn trucks as we have power-trucks in service. Our total expense for hired trucks during the year 1911 amounted to $385,559. It is estimated that 50 per cent. of this expense was due largely to the very extensive outside-plant development work carried on during the year 1911.

"We now hire approximately 100 horse-drawn trucks per day. A large part of these are used in loop work, and it is safe to assume that we will continue to hire trucks for this service for a number of years to

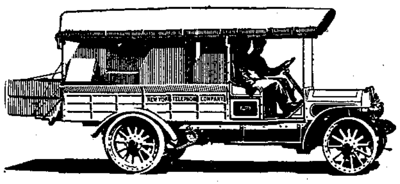
(*Continued on page* 1050)


COLGATE & CO.
NEW YORK
COLGATE & CO.
TOILET SOAPS PERFUMERY
Cashmere Bouquet

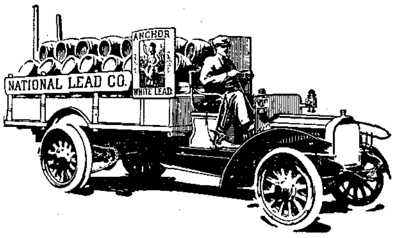
Colgate & Co have 21 of our trucks of various load capacities in service in New York City alone

Mack Proved by 12 years of real service Saurer Proved by 17 years of real service Hewitt Proved by 10 years of real service

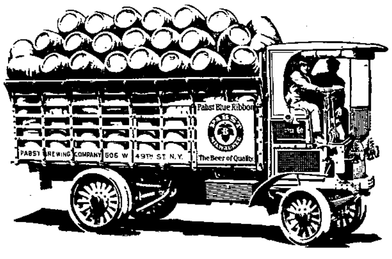
"Leading gasoline trucks of the world"


NEW YORK TELEPHONE COMPANY

American Telephone and Telegraph Co has 62 of our trucks in service


NATIONAL LEAD CO.
ANCHOR
WHITE LEAD

National Lead Co. has 8 of our trucks in service. First order, April 9, 1909; last order, October 18, 1911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PABST BREWING COMPANY 506 W. 49TH ST. N.Y.
The Beer of Quality

Pabst Brewing Co has 4 of our trucks in service in their Greater New York Branches

Who else can give you such equipment?

1 Trucks proved by 10, 12, and 17 years of service.

2 Choice of 1, 1½, 2, 3, 4, 5, 6½, 7½ and 10 tons capacity, with any load distribution, and any style of body.

Answer: Nobody else.

That's why we say you can't afford to settle your transportation problem without consulting us.

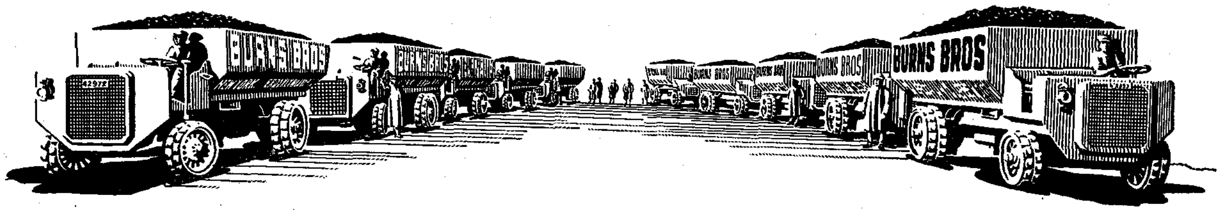
Write for truck-information applied to your business

International Motor Company

General Offices
Broadway and 57th Street New York

Works
Allentown Pa; Plainfield N J

Sales and Service Stations: New York, Chicago, Philadelphia, Boston, Cleveland, Cincinnati, Buffalo, Baltimore, Jersey City, St. Louis, Atlanta, Kansas City, Denver, San Francisco, Los Angeles, and other large cities.


BURNS BROS
BURNS BROS

Part of a fleet of 20 of our 3 to 10 ton trucks in the service of Burns Bros, Retail Coal Dealers

MANY novices in the delightful art of photography become dissatisfied with their work because they do not use the finest camera and film and paper that may be secured for the amount they spend for their initial outfit—just as beginners in music become discouraged when they practice on an instrument of indifferent quality. The theory that "anything is good enough to learn on" is costly and wrong. Because of this

The Superb

ANSCO

Camera has been produced by the makers of 98 per cent. of all professional cameras made in the United States during the past 60 years.

It has been simplified so that *you* (if you have never photographed) may use it as easily as if it did not possess professional quality.

Ansco Film will make pictures that are sharp, clear, and of rich and correct color value, and Cyko paper, from the same factories, is used by the most noted amateur and professional photographers in this country. Cyko is the prize winner at all photographic exhibitions.

Twenty Styles of Ansco Cameras, $2 to $55, are shown in our catalog, "The Settled Fact." Elbert Hubbard has published a preachment, "Snap Shots and Education." We shall be glad to send both to you.

Independent dealers everywhere sell Ansco products. Let us put you in touch with your nearest Ansco dealer.

ANSCO COMPANY
Binghamton, N. Y.

TYPEWRITERS
FACTORY REBUILT

Save $25 to $50 on manufacturers' prices. Buy our Factory Rebuilt Typewriters. Nearest-to-new on the market. Have trademark and guarantee like new machines. Are thoroughly rebuilt, highly polished, and perfect in appearance. Satisfaction guaranteed. We are the largest rebuilt typewriter concern in the world. Branch stores in leading cities. Write for catalog of standard makes.
American Writing Machine Co., Inc., 345 Broadway, N. Y.

Pumps the Year Round Without Cost
Ensures running water in any room of any country home or farm where there is a spring or flowing stream. Beats the windmill. Runs by self water pressure without one cent cost.

NIAGARA HYDRAULIC RAM
runs continuously, can't get out of order, *flow can be extended and elevated to* suit needs. Priced low. Write to-day for Catalogue and quotations.

NIAGARA HYDRAULIC ENGINE CO.
P. O. Box 1001, Chester, Pa.

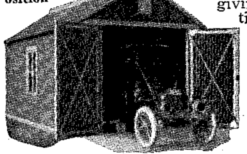
ALL METAL GARAGE!

Fire-proof, storm-proof, vandal-proof. Easy to put up or take down. No wood! Made in rigid, **patented** perfect joining sections—steel frames covered with heavy corrugated rust resisting iron.

THE GORDON PORTABLE
is guaranteed rust-proof for 50 years! Cheaper than wood. Write *to-day* for special Garage Folder giving complete descriptions, sizes and prices.

DEALERS: Write for proposition

The Gordon Mfg. Co.
40 Forest Ave., Middletown, Ohio
Other styles of all metal portables for many purposes. Ask about them.



ORIGINAL—GENUINE
HORLICK'S
Rich milk and malted-grain extract, in powder. A quick lunch.

Delicious, Invigorating
MALTED MILK
The Food-Drink for all ages.
Better than Tea or Coffee.
Keep it on your sideboard at home.

☞ Avoid Imitations—Ask for "HORLICK'S"—Everywhere

MOTOR-TRUCKS AND CARS

(*Continued from page* 1048)

come, or until such time as a power-truck is developed which can be purchased at a price bringing the annual charges as low as or lower than the annual charges on the horse-drawn truck. This holds true because the nature of the work keeps the truck in the field, but idle for a large part of the working-day. Hence the problem is not one of economy in transportation so much as economy in standing idle.

"In the traffic-congested sections of a city like New York, our experience has been that we could not afford to use power-trucks of other than the inexpensive, light-delivery type. The horse-drawn truck is so much in evidence that the power-truck is limited to about the same speed with an investment approximately three times as great. Here the horse-drawn truck must be eliminated before the power-truck can come into its own."

MOTOR-BUSES

Statistics of the rapid advances made in the substitution of motor-buses for horse-drawn buses are presented in *Motor Age*. In London, the motor-vehicle has been adopted for practically all omnibus work, 1,500 being in use, and carrying last year 216,300 passengers. These buses have supplanted 2,030 horse-buses, for which 18,000 horses were used. In Paris the horse-bus has been supplanted by 1,000 motors. In New York motor-buses carried last year somewhat more than 7,000,000 passengers. In Chicago the motor-bus thus far has been employed only by department stores, which run them to railway-stations. Last December one of these stores carried in its twelve buses more than 70,000 passengers. The type of bus used is the single-decker, where you pay as you enter. It is predicted by a writer in *Motor Age* that this type of bus will eventually be adopted in all large American cities. By means of it will be eliminated a large part of the present noise and congestion. The writer predicts further that the bus may in time " take the place of the street-car." In general he says of its growing use:

"The motor-bus is coming to America and when more generally adopted will be a factor in the comfort and convenience of city life. It is those who can see ahead who profit. One of the greatest factors toward the rapid development of the motor-bus abroad has been the attitude of the police, and it is interesting to note the difference between the foreign and American ways of handling problems which bear directly on the city's welfare and the comfort and convenience of its citizens.

"From the outset of the bus-adoption the police of London have been in hearty sympathy with the movement, and in spite of many protests from minor committees of citizens have stedfastly aided in the advancement of the newer transportation. How wise their course was is evidenced already. At the same time, while encouraging buses, there has been an insistence toward an ultimate ideal of development and toward this car the bus is tending. Every year buses must pass stricter qualification tests before being admitted to the streets, but with the better bus more leeway in other lines can be allowed them in their operation.

"The attitude of the Berlin police toward the new transportation systems is evidenced by their edict regarding taxicabs and horse-cabs. The chief of police of

(*Continued on page* 1052)

The Real Test of Truck Tires
Diamond
WIRE MESH BASE
TRUCK TIRES
SINGLE TYPE

The Real Test of Truck Tires

is not service on smooth, well kept main thoroughfares—the real test is service around warehouses, depots, terminals and wharves where pavements are always at their worst.

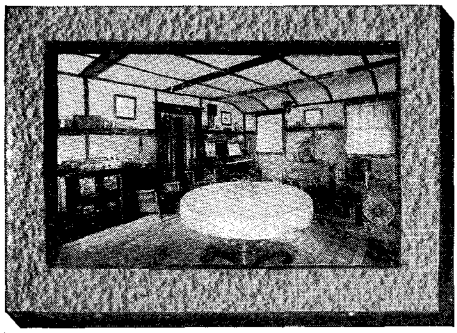
Diamond Wire Mesh Base (Spliceless) Truck Tires are built to *give Mileage and service under all conditions.*

A rugged tire that absorbs and distributes the terrific shocks of the impact of a heavily loaded truck on the roughest pavements and the only solid tire that does so.

A one piece (spliceless) tire, correct in design, and the largest selling solid rubber motor truck tire in America—that's the Diamond Wire Mesh Base Truck Tire.

Write for our book "The Profit Side of a Motor Truck"

The Diamond Rubber Company
AKRON, OHIO



Beaver Board Walls and Ceilings will enable you to make your dining-room as beautiful as this one in the Chicago home of Mr. Geo. W. Klewer.

A Most Important Element in Planning the New Home

Surely none can be more important than interior design and decoration

BEAVER BOARD

PURE-WOOD-FIBRE

WALLS & CEILINGS

Look for this trade-mark BEAVER BOARD PURE WOOD FIBRE *on the back of each panel*

The illustration of Mr. Klewer's dining-room shows how well Beaver Board expresses the best modern ideas on that subject. You would still more appreciate it if you could see the actuality instead of a picture.

Beautifully designed, with the unique pebbled surface painted in soft, warm color schemes, and alternating with broad, decorative strips. Beaver Board Walls and Ceilings give a truly aristocratic distinction to any room.

The interior is where you live, it affects your comfort, pride and satisfaction; and it's seen by your friends as much as the outside of the building. How important, then, to give thorough consideration to walls and ceilings that are not only so artistic, but also economical, easily put up, sanitary and durable.

Write for illustrated booklet "Beaver Board and its Uses"—it's the best and quickest way to learn all about this interesting subject.

Beaver Board is sold by Builders' Supply, Lumber, Hardware and Paint Dealers, and Decorators, in sizes to meet all average requirements.

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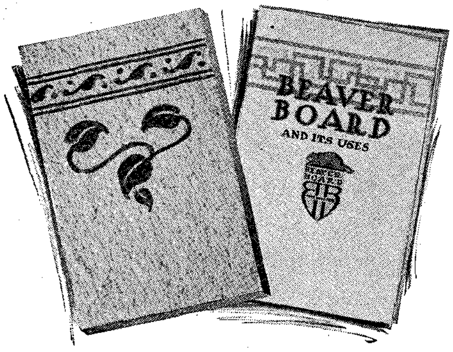
409 Beaver Road, Buffalo, N. Y., U. S. A.

The Beaver Company. Limited
349 Beaver Avenue, Ottawa, Canada
16 Eastcheap, London, E. C.



MOTOR-TRUCKS AND CARS

(Continued from page 1050)

Berlin announced that in view of the obsolete nature of horsed cabs they would not be allowed to ply for hire in Berlin after March 31 of this year. Each licensed driver now operating a horsed cab who loses thereby will be recompensed by the city to the extent of about $148, and encouragement is given for them to learn to drive motor-vehicles.

THE TRUCKS NOW IN USE

An attempt has been made by *The Commercial Vehicle* to estimate the number of commercial cars and trucks now in use, the figures having been compiled from reports received from manufacturers and agents, and from records of registrations in various States. The total arrived at by this process is close to 30,000 cars. During the past year, in twenty-five large cities the increase in the number was 5,000, or an average of 290 for each city. In New York City the number is now 4,060; in Chicago, 1,800; Philadelphia, 1,000; Boston, 900; Los Angeles, 760; Detroit, 400; St. Louis, 400; San Francisco, 310; Pittsburg, 300; Indianapolis, 270; Washington, 200. Classified by States, the total is distributed as follows:

State	*Total*
Alabama	48
Arizona	21
Arkansas	51
California	2,198
Colorado	239
Connecticut	519
Delaware	78
District of Columbia	218
Florida	83
Georgia	155
Idaho	22
Illinois	2,551
Indiana	970
Iowa	730
Kansas	120
Kentucky	146
Louisiana	44
Maine	78
Maryland	371
Massachusetts	2,045
Michigan	1,146
Minnesota	970
Mississippi	36
Missouri	832
Montana	34
Nebraska	220
Nevada	26
New Hampshire	48
New Jersey	1,080
New Mexico	29
New York	7,892
North Carolina	96
North Dakota	46
Ohio	1,171
Oklahoma	42
Oregon	526
Pennsylvania	2,664
Rhode Island	410
South Carolina	54
South Dakota	96
Tennessee	78
Texas	382
Utah	181
Vermont	34
Virginia	100
Washington	169
West Virginia	32
Wisconsin	580
Wyoming	28
	29,719

ANOTHER ADVANCE IN GASOLINE

Within six months four increases have taken place in the price of gasoline, the last making the total advance since last fall 44 per cent. Delivered at garages the price is now 13 cents; last fall it was 9 cents. As to causes, a writer in *The Motor World* says:

"At the offices of both the Standard Oil and Texas companies, they talk sagely of supply and demand governing prices, but nowhere is it possible to discover that the supply has decreased or the demand increased to an extent even mildly approximating 44 per cent. According to several explanations made by J. I. C. Clark, the official medium between the Standard Oil Co. and the public, Providence and the automobile are to blame—the former because the supply of crude oil has fallen off; the latter because the demand for gasoline has increased. 'Supply and demand,' said Clark on Friday last, when asked why the increases had been made. 'Good crude oil, yielding a good per cent. of gasoline, is falling off in quantity of production, and the demand for gasoline is increasing. It has increased ever since the automobile industry began to grow, and is still increasing.'

"Mr. Clark was asked if the raises were not arbitrary, if they were not a recuperation resultant upon the recent difficulties of the Standard Oil Co. with the Federal Government. 'No,' he reiterated; 'it is simply because of supply and demand.' 'Has the demand increased so greatly within the last few months as to warrant the increases that have been made, and has the supply fallen off so markedly as is indicated in the recent advances?' he was asked. 'There must be fifty automobiles a day made in the United States,' vouchsafed Clark, in an inquiring tone. He was informed that his guess was well within the limit, and that one manufacturer alone has announced his intention of building 75,000 cars this season. 'Is that so?' remarked the oil man, with a tinge of astonishment in his tone.

"Asked for facts as to production, methods of manufacture, manners in which prices are made, and other data connected with the making of gasoline, Clark explained the system, and gave his reasons for the change in supply. 'There are several oil-fields,' he said. 'These produce crude oil, a substance something like molasses, which is taken from the earth, out of wells. This oil is the basis of gasoline, kerosene, and other similar products. The crude oil is piped to refineries and is distilled. The first of the products which comes off during distillation includes gasoline; after that comes kerosene and the others.

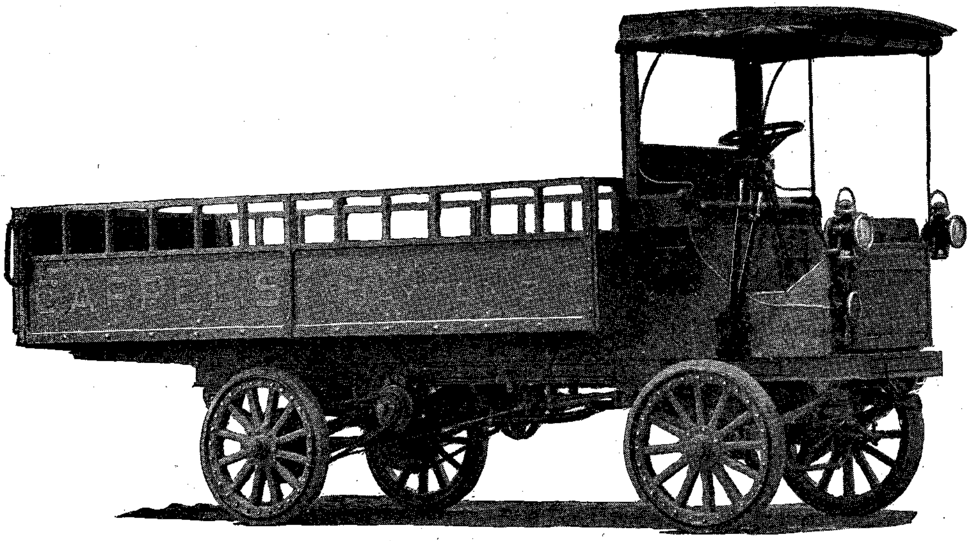
"'It is singular,' he added, 'but the Pennsylvania and West Virginia field produces the best grade of crude oil, and this field was the first discovered.

"'There are other fields in Texas, Mexico, and California. I do not know just what will be our production of crude oil this year. Last year I believe it was something like 218,000,000 barrels. Altho gasoline and crude oil have been increased in price, the comparative production will probably appear inconsistent in that it may be greater than the supply of last year. This, however, is because the quality of the crude oil is not as good as was that of last year. The Pennsylvania field, of which that in West Virginia is a part, gives the best oil and the percentage of gasoline obtained from a good grade of the crude product will run from 8 to 10 or 12 per cent. With the falling-off in the quality of the Eastern oil the Southwestern fields are called on to help out, and the oil there is not of as good quality. The per cent. of gasoline obtained in that part of the country is, I should say, 3 or 4 per cent.

"'Thus you can see that if the Eastern fields show the greatest falling-off in production, and the gasoline has to be extracted from the Texas and other oils of that section, the crude-oil production may be large but the quantity of gasoline may be lessened.'

"'How are prices fixt, and who fixes them?' the Standard Oil publicity man was asked. 'That is done by the refiners,' he said. 'They know the conditions, and know how the supply compares with the

(Continued on page 1054)



TWO TON GRAMM TRUCK

We make a complete line of one, two, three and five ton trucks with any style of body for any line of business.

GRAMM TRUCKS

THE GRAMM TRUCK is built in the largest individual truck plant in the world. The men behind it practically started the truck business in this country. They have had more experience in constructing practical commercial cars than most any other ten truck manufacturers in America.

They know from experience exactly what a truck can or cannot do for any line of business. They can give you minimum costs for your business.

The Gramm Truck will be found in over two hundred lines of business. It has been used by the leading concerns of America for over ten years, and for the same period it has been the leader.

If you have a transportation problem, Gramm information will prove invaluable.

Let us tell you what we know of the truck business. Give us the nature of your business and its hauling requirements and let us figure and plan. Write us for interesting literature and data.

The Gramm Motor Truck Company
LIMA, OHIO

The Genuine has this Label

"Porosknit" TRADE MARK REG. U.S. PAT. OFF.
FABRIC PAT. DEC. 12, 1905 DESIGN PAT. DEC. 19, 1905

Handled by Good Dealers Everywhere

and is Guaranteed

We know the quality and durability of "Porosknit" so well and how it satisfies—that we *guarantee* it unconditionally. But accept no imitation. The *genuine* alone has the label shown above and Guarantee Bond (below) with every garment.

Genuine "Porosknit" is **cool, elastic, comfortable.** In "Porosknit" Union Suits comfort is multiplied to the *utmost.* No messy "bunching" at waist—no bulging flaps—easy to button and unbutton—*stay* buttoned while on.

For Men 50c Any Style Shirts and Drawers per garment **25c For Boys**

Union Suits, Any Style—Men's $1.00, Boys' **50c**

Write for Interesting, Illustrated Style Booklet

CHALMERS KNITTING COMPANY
4 Washington Street Amsterdam, N. Y.

Chalmers Guarantee

If, in your opinion, this garment, labeled as below,

Be Sure It Has This Label — "Porosknit" TRADE MARK REG. U.S. PAT. OFF. — *It Means Genuine "Porosknit"*

fails to give you its cost value in underwear satisfaction, return it direct to us and we will replace it or refund your money, including postage.

This guarantee applies to every genuine "Porosknit" garment not stamped "Seconds" or "Imperfect" across the "Porosknit" Label.

Chalmers Knitting Company, Amsterdam, New York

GET GUARANTEE WITH PURCHASE

FINISHED WITH STONETEX BEFORE APPLYING STONETEX

Protect and Dampproof Your Walls

with Trus-Con Stone-Tex. A liquid cement coating for Stucco, Concrete and Brick—applied with a brush, uniform in results. Absolutely dampproof. Weather-resisting.

TRUS-CON STONETEX

does not chip off, crack off or peel, like paint. Becomes an inseparable part of the wall, sealing the pores and filling hair-cracks. Gives an artistic, flat finish hard as flint.

Free Color Card and valuable suggestions. Write today.

KAHN Building Products TRUSSED CONCRETE STEEL CO.

Trussed Concrete Steel Company
436 Trussed Concrete Building, DETROIT, MICHIGAN
Waterproofings, Dampproofings, Technical Paints

MOTOR-TRUCKS AND CARS

(*Continued from page* 1052)

demand. If they find there is a great call for a product and that they are not producing as much as formerly, or as much as they should produce to equalize matters, they are able to ascertain the relations between the supply and demand.'

"'But the refiners do not fix the price of gasoline, do they?' 'No,' responded Clark. 'I suppose the board of directors passes on all such matters.'

"'Is it not true that the increases may have been arbitrary because of the recent trouble of the Standard Oil Co.?' 'Oh, no,' was the answer; 'that is not the case. As I stated before, the demand has increased and the supply has fallen off.'"

THE "TOUR DE FRANCE"

After covering about 2,400 miles on French roads, mainly the best of those for which France is famous, what is known as the "Tour de France," a competition promoted by an automobile paper in Paris, was completed on March 20, the start having been made on March 1. Of the original 67 cars entered, 40 were able to cover the entire route without any serious mechanical difficulty. Not all the 27 which failed to complete the run met with accidents or mechanical trouble, several having been ruled out by the jury for infraction of the rules. The first prize, which was a plaque of artistic design described as "superb," was presented by the city of Lyons, and was awarded to the Benz team. The cars of this make for the entire journey are said to have been never more than fifty yards apart. They "were always on time and had no mechanical troubles whatever." Cars were entered by three American manufacturers. Those of two makers were disqualified by mishaps. Those from the third (Ford cars) were ruled out for reasons stated as follows by *The Motor World:*

"Had it not been for a somewhat strict application of the restrictions as to gear-ratio, the three Ford entries would have appeared among the finishers instead of being disqualified, for despite their early disqualification, as reported in *The Motor World*, they continued as non-contestants. French reports of the disqualification differ in details, but according to the most reliable version of the affair the Ford cars, in negotiating an extremely hilly section of the tour, changed the 32-inch demountable wheels to 30-inch wheels, thereby obtaining a more advantageous gear-ratio for hill-climbing. When this change of wheels was called to the attention of the racing jury by a number of the contenders, the latter's protest was sustained and the Ford team was disqualified. As stated above, it finished in good shape with the rest of the cars, tho, of course, as non-contenders."

"CHAUFFEUR FACTORIES"

Critics of certain automobile schools of the untrustworthy class have applied to them the term "chauffeur factories." A writer in *Motor World* points out the shrewdness with which these schools have been able to secure students and the shabby means by which they have undertaken to train them in driving cars. One of their favorite advertising phrases has been, "Be a chauffeur and earn big money and have a gentleman's job"; another is, "Be a chauffeur and draw $200 a month"; others are, "Would you rather work hard for $12 a week or take life easy and earn

(*Continued on page* 1056)

What makes the commercial car a practical possibility?

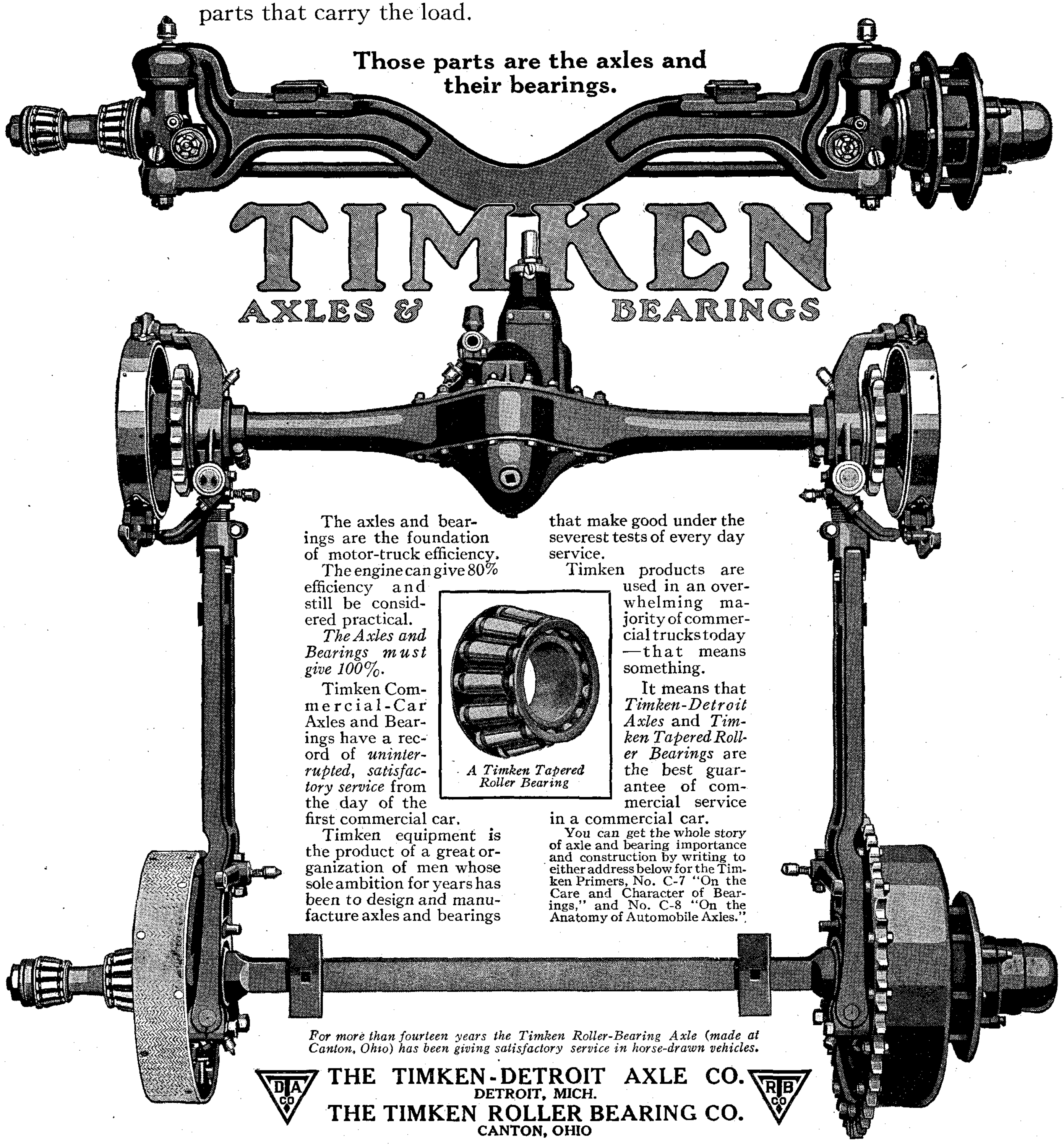
Strength and flexibility in the parts that carry the load.

To be commercial a motor-truck must carry its load in a commercial way.

It must give uninterrupted service—good service—over any road—ten hours a day—*every working day* in the year.

To do this it must have strength and flexibility in the parts that carry the load.

Those parts are the axles and their bearings.



The axles and bearings are the foundation of motor-truck efficiency.

The engine can give 80% efficiency and still be considered practical. *The Axles and Bearings must give 100%.*

Timken Commercial-Car Axles and Bearings have a record of *uninterrupted, satisfactory service* from the day of the first commercial car.

Timken equipment is the product of a great organization of men whose sole ambition for years has been to design and manufacture axles and bearings that make good under the severest tests of every day service.

A Timken Tapered Roller Bearing

Timken products are used in an overwhelming majority of commercial trucks today—that means something.

It means that *Timken-Detroit Axles* and *Timken Tapered Roller Bearings* are the best guarantee of commercial service in a commercial car.

You can get the whole story of axle and bearing importance and construction by writing to either address below for the Timken Primers, No. C-7 "On the Care and Character of Bearings," and No. C-8 "On the Anatomy of Automobile Axles.".

For more than fourteen years the Timken Roller-Bearing Axle (made at Canton, Ohio) has been giving satisfactory service in horse-drawn vehicles.

THE TIMKEN-DETROIT AXLE CO.
DETROIT, MICH.
THE TIMKEN ROLLER BEARING CO.
CANTON, OHIO

UNIVERSAL

Thermo-cell Sad Iron

lightens the burden of ironing day. The **Thermo-cell,** or dead air space, **holds heat in—holds cold out.** Self-locking handle cannot work loose. No springs to replace. The "Universal" heats quickly, cools slowly, saves labor, time and fuel.

UNIVERSAL

Food Chopper

chops all meat and vegetables fine or coarse as wanted. **Self-Sharpening**—warranted to last a lifetime. **Shear cutting**—chops cleanly and keenly without mashing. These patented exclusive features obtained only in the original and genuine "Universal."

Beware of Imitations.

UNIVERSAL

Bread Maker

kneads dough thoroughly and scientifically in three minutes. **Labor saving**—eliminates half an hour of drudgery. **Sanitary**—hands do not touch the dough. **Simple**—pour in liquids, then flour, and turn. **Efficient**—makes smoother grained, better bread.

Price, 2 loaf, $1.35 4 loaf, $2.00 8 loaf $2.50

Write for "Universal" Household Helps—Free

LANDERS, FRARY & CLARK,
475 Commercial St., New Britain, Conn.

MOTOR-TRUCKS AND CARS

(*Continued from page 1054*)

$30 a week?" "The most lucrative trade on earth is auto-engineering"; "Why be a slave when we can teach you to make money like a gentleman?" The writer of the article cites the experience of car-owners in employing some of the so-called "graduates" from these schools.

The writer does not forget that there are other schools which give courses of excellent instruction and turn out competent men, but they do not resort to exaggeration in their advertisements; they do not promise more than they perform. A good school teaching the art of driving a car is similar to any other good school, in that it will state in explicit terms what it can do and will not fail to do it. These schools recognize the fact that much time and practise are necessary in learning how to drive a car and that it is impossible to produce an expert in the course of a few weeks or even a few months. Men familiar with machinery all their lives have found that three months is the least time in which they could learn how to drive a car with a fair degree of skill and confidence. Men of experience who have driven cars for years have been known to say that the longer they work at them the more they learn. The chauffeur business therefore is not unlike any other calling. A man who follows any trade or profession learns something new in it every day in the year.

REVENUES FROM FEES AND FINES

"An apparently reliable source" is credited by *The Wall Street Journal* with the information that the total revenues derived in the United States in 1911 from motor fees and fines reached $5,000,000. In the forty-nine administrative districts there were registered 717,875 automobiles, of which 194,501 registrations were made in 1911 and 523,384 in previous years. At the same time the number of commercial vehicles registered numbered 24,431. The registration fees for all the States, except five, in which no fee is required, made a total of $3,985,848. If the revenue derived from fines be added to this sum, it is believed that $5,000,000 would be reached. A table is given of registrations and revenues for States, in which a minimum of 20,000 cars were registered:

Total	Regis.	New Regis. 1911	Comm. Vhcls.	Rev. From R.
California	59,202	16,819	2,063	$38,136
Illinois	38,104	10,062	1,626	350,000
Indiana	36,826	9,364	1,442	12,000
Iowa	27,936	4,147	1,094	148,366
Massachusetts	38,696	7,336	2,120	460,000
Michigan	27,740	9,385	1,226	96,169
Nebraska	23,094	8,326	242	7,765
New Jersey	48,266	10,154	1,061	374,879
New York	84,989	22,334	3,081	882,976
Ohio	45,739	12,798	871	254,720
Pennsylvania	44,182	6,405	2,062	418,631

It is interesting to note that, while New York had 84,989 registered cars and California 59,202, New York derives as revenue the sum of $882,975 and California only $38,136. Massachusetts with only 38,696 cars, or 20,000 fewer than California, derived in revenue more than ten times as much as California, the amount being $465,000.

TRUCKS IN THE COAL BUSINESS

A series of monthly articles dealing with the trend of the times in the use of motor-trucks has been printed in *The Commercial Vehicle.* The writer's aim has been to give suggestions to all persons interested in the purchase and sale of such vehicles, with a view to improving their efficiency and increasing the economical use of them. It is predicted by the writer that "the day is coming when the motor-truck will be adopted in the coal business and every other line of city distribution, and thus stop the biggest waste in modern civilization."

A serious obstacle with coal-deliveries in Chicago has heretofore been proper receiving facilities. When these shall have been provided, the writer predicts that coal-dealers in that city "will adopt motor-trucks exclusively." Most office buildings in Chicago lack what are called alley coal-dumping facilities, "because a city ordinance taxes such openings heavily, and requires a large bond for their use." Until these conditions are changed, resort must be had to the sidewalk dump, which at best is a makeshift and an obstruction to pedestrians. In the schools of Chicago, which consume 80,000 tons of coal a year the coal must be shoveled by hand, because the delivery openings are "five feet above the ground." Moreover, the scales for weighing coal used in schools are nearly all too small for motor-trucks. Few school buildings have any scales at all; hence a trip must be made to scales, and afterward to the school. These conditions, the writer believes, will in time be remedied through the force of the demand made for better economy in handling coal.

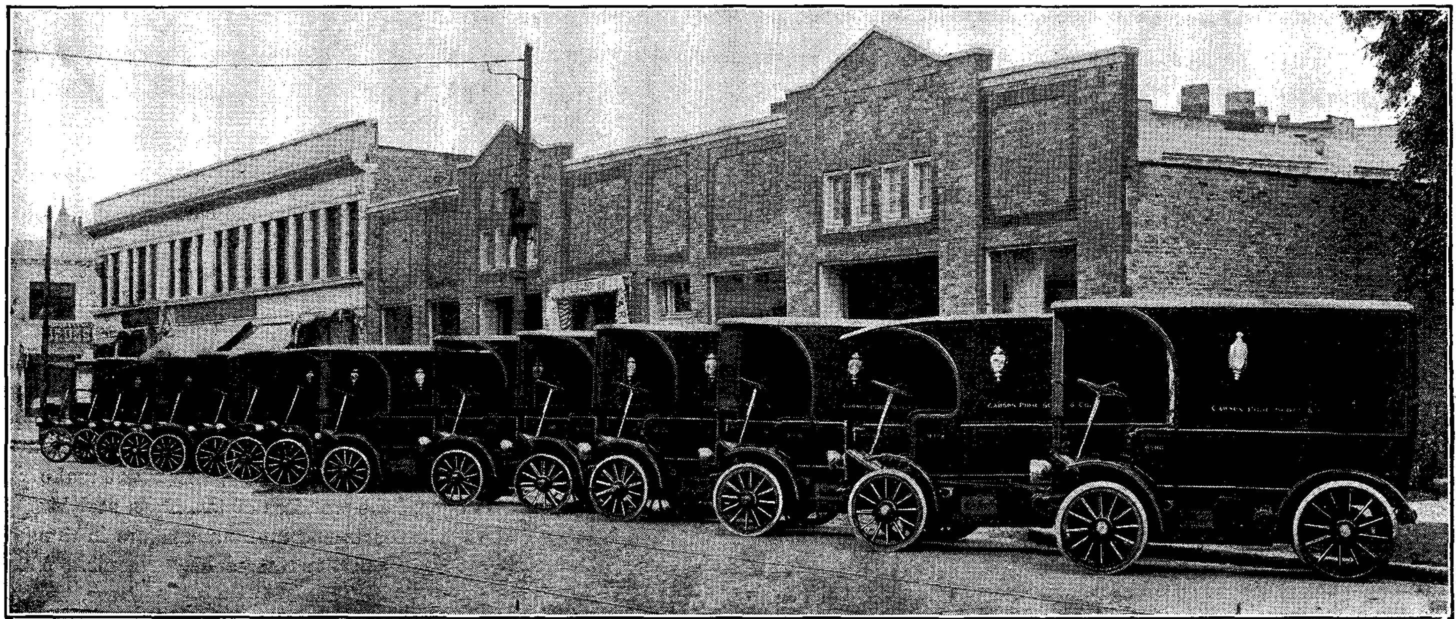
One of the large fuel companies in Chicago recently purchased twenty trucks of 5 tons' capacity. These trucks will replace 150 horses. Each is expected to cover daily from 40 to 50 miles, and to deliver about 50 tons of coal, altho the full capacity of each truck has been demonstrated to be 70 tons a day. Other items as to this investment are given as follows in *The Power Wagon:*

"In anticipation of this investment in motor-trucks, the company some time ago purchased an ideal site for a motor-garage. This was recently occupied by the power plant of the Chicago City Railway Co. The building is capable of housing 150 motor-wagons of the largest dimensions, and its purchase may be regarded as reliable evidence of the company's intention to completely motorize its transportation system. At present, the company has about 500 horse-drawn wagons which at present serve forty-five yards, the annual tonnage being in the neighborhood of 2,000,000 tons of coal. The machines will be directed to serve the company's steam coal-yards which are located in two divisions of the city—the north and south sides.

"It is highly probable that all of the yards of this service will be provided with mechanical loading devices—clam-shell hoists, portable hoppers, etc. Economical appliances of this sort are absolutely indispensable if the company is to obtain the maximum of economy in the operation of its motor-wagons. The wages of drivers will vary from $18 to $20 a week, but no helpers for loading or unloading will be supplied. The internal administrative system will be in charge of a competent executive."

Muslin?—"If madam will pardon me, this suit does not match her complexion as well as the other."

"The suit is all right. I want it to match a bull pup."—*Washington Herald.*



15 of a fleet of 22 Detroit Electric Commercial Vehicles used by
Carson, Pirie, Scott & Company of Chicago, Ill.

City Deliveries Mean Many Stops

A commercial vehicle, *electrically driven*, is not only the ideal commercial vehicle for city and suburban delivery, but the most practical one.

Electric delivery will supersede all other modes for city use, just as naturally as electric street railways, electric elevated railroads and electric locomotives for steam railroad terminals are taking the place of all other forms of locomotion.

Wherever electricity has solved any problem, it has done so better than any other form of power.

Detroit Electric commercial vehicles "get away" instantly in congested traffic. All speeds are controlled with one lever. Any ordinary driver can learn to operate a Detroit Electric. No expert care is necessary. There is no complex mechanism to be put out of order by abuse or carelessness. When the car stops, the power stops—and the expense for power.

Detroit Electric commercial vehicles are noiseless, odorless, trim in appearance and are particularly appreciated by customers in all residential districts. They are admitted at all wharves and freight terminals. Fire hazard is reduced to a minimum. All body space is available except the driver's seat. They occupy only their own space in a garage.

THE Detroit ELECTRIC
Commercial Vehicles

are built *exclusively* for the Edison nickel and steel battery. This battery of itself is about 300 pounds lighter in a Detroit Electric commercial vehicle than a lead battery equipment. This admits of an all metal chassis and lighter construction throughout the car. Lighter weight means more mileage, less wear on bearings and tires and less cost for power to move the car and its load.

The Edison Battery is guaranteed to develop its full rated capacity at the end of four years. Our experience has proven that the battery increases in efficiency with use, even greater than the guaranteed capacity. This battery is practically indestructible. There are no renewals—no acids. It can be short-circuited, charged backward, overcharged, discharged to zero and left standing indefinitely.

The saving which would be effected by the use of the cheapest and most readily adapted form of power in existence, is made possible for you through the use of Detroit Electric Commercial Vehicles.

48-page illustrated catalog with full information will be sent upon request. Specific information regarding your individual requirements will be gladly furnished.

Anderson Electric Car Company

450 Clay Ave., Detroit, U. S. A.

Branches:
New York:—Broadway at 80th Street Chicago:—2416 Michigan Ave.
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Between Man and Man, at the last, there is but one law—the Law of Self-Defense

When life hangs on its instantaneous response—it is for that balanced instant that you buy a revolver. Will a dollar saved seem worth while then, if a spring fails; if bad alignment clips the bullet and poor rifling twists it far from the mark? The Iver Johnson is the most accurately made revolver in the world; the only revolver with a full equipment of unbreakable, permanent tension wire springs—the surest, truest revolver; above all, it is the only revolver in which accidental discharge is rendered absolutely impossible by the famous "Hammer the Hammer" safety firing device.

Price $6.00—Ask any Hardware or Sporting Goods Dealer, or send for Catalog

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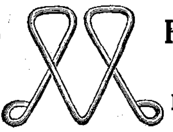
IVER JOHNSON

THE "NIAGARA" CLIP

Double Grip Paper Clip

NEAT AND ATTRACTIVE

AN OFFICE NECESSITY



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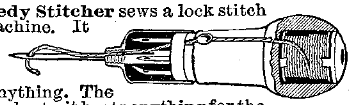
Sample Box 15c.

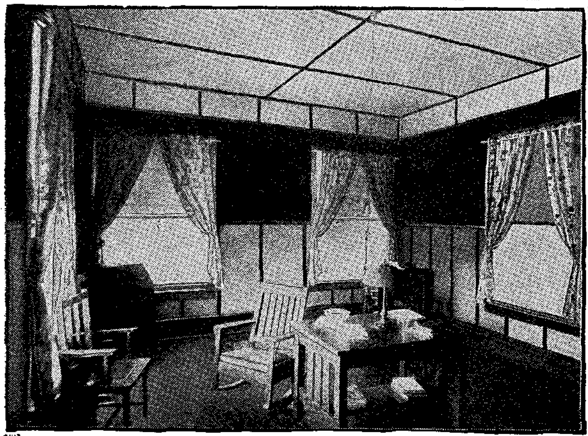
NIAGARA CLIP COMPANY, NEW YORK CITY
"Largest Clip Makers in the World."

FOR SEWING LEATHER

The **Speedy Stitcher** sews a lock stitch like a machine. It mends harness, shoes, or in fact anything. The latest, the best—it beats anything for the money. **Retails for $1.00.** Guaranteed to give satisfaction. Special price on sample to agents. Our wholesale prices lowest ever offered; **over 200% profit.** We manufacture our own goods, can sell the best Awl for the least money. Sells on sight. Send now for catalog and sample.

Automatic Awl Co., 125 Gardner Terrace, Worcester, Mass.





Utility Wall Board is used on the walls and ceiling of this attractive apartment—it is paneled with dark oak strips and decorated with flat tints of delft and dark blue.

More Attractive Walls Easier Put On And At Less Cost!

We want every man and woman in this country who owns or rents a home to have a free sample of

Utility Wall Board

If you haven't had your sample, write for it to-day—ask for the Utility Book of home interiors.

Utility Wall Board is a tough-fibre board put together with two insulations of natural water-proof asphalt, all rolled under tremendous pressure into one solid, compact sheet and surfaced on both sides with special moisture proofing. It is the only Wall Board made under this scientific moisture-proof process.

It is very tough and durable—it will not crack or warp or shrink, and it has a beautiful surface for decorating or paneling.

Utility Wall Board takes the place of lath and plaster—it is attached directly to the studding, without any of the dirt or muss of plastering. You don't have to wait for it to dry—anyone can put it on, and it can be used not only in building the new house but in making over the old—put it right over the old plaster if you want to.

It will last as long as the house stands—and IT COSTS LESS THAN LATH AND PLASTER.

Don't fail to write for the sample and Booklet.

THE HEPPES CO., 4507 Fillmore Street, Chicago, Ill.

PERSONAL GLIMPSES

TIGER-HUNTING WITH THE GAEKWAR

THE hunting expedition of Colonel Roosevelt in East Africa was of considerable size, but it was like a flint-locking party of the days of Daniel Boone when compared with the elaborate equipment the Gaekwar of Baroda and his wife, the Maharani, take with them when they go out into the East-Indian wilds for a tiger-shoot. His Highness the Gaekwar is known abroad as a ruler with advanced ideas, and when we are given a glimpse of how he does things at home we are convinced that he is a very unusual person. The pomp and splendor of his court make it one of the wonders of the East, and his private sports and amusements are in due keeping with the rest of his customs. A tiger-hunt of the Maharaja Gaekwar, the Maharani, and the Maharaja of Rewah, is described by the Rev. Edward St. Clair Weeden, an Englishman who stayed in the royal palace of His Highness for some time, in his book, "A Year with the Gaekwar of Baroda" (Dana Estes & Co.). Says Mr. Weeden:

> This particular shoot had been arranged for the Gaekwar by the Maharaja of Rewah, a Rajput chief of the old school, who had evidently determined to do the thing really well; and Her Highness who, as I have already told you, is one of the best shots among the Indian ladies, and as keen on sport as any man, English or Indian, was specially invited to take part in it. It had long been her ambition to shoot a tiger, and she was now looking forward with the keenest enjoyment to the opportunity of doing so.
>
> After spending a few days in Bombay, we set out on the long railway journey, His Highness being accompanied by his private secretary Nimbalker, and another officer, who is one of the best shots in the Baroda army, Dr. Jadhav, Turnbull, who had given Shivajirao a holiday for the occasion, and myself. Two chauffeurs in charge of their cars, a couple of clerks, and our personal servants completed the party, with, of course, the women in attendance on Her Highness.
>
> We arrived on the evening of the second day at a station about fifty miles from Rewah, where we spent the night in bungalows which had been specially prepared, and set off early the next morning in motor-cars to our first halting-place, where breakfast was ready, after which we went on to the first camp, about thirty miles farther on.
>
> The road lay principally through rocky jungle, over high ranges of hills, which were so steep that in some places the cars could not climb them. What do you think they did? They had elephants waiting, which were harnessed with strong ropes to the cars and hauled them over. It was an extraordinary sight, and I wish I had been able to get a snap-shot of it. Throughout our visit, cars were sent in daily from the camp to the town to bring in ice and fresh meat, fish and vegetables; and two

(*Continued on page* 1060)

Save Mechanical Repairs On Your Truck! Save Power! Save Tire Bills!

EVERY dollar you save in cost of *mechanical up-keep*—every dollar you save in *tire bills*—every dollar you cut off your cost of *gasoline* or *electric current*—is a dollar *added* to the earnings of your light, fast-moving commercial car.

If you equip with *solid* tires, you are slowly but surely ruining your car's mechanical parts, as a result of constant bumps, jolts, jars and strains.

On the other hand, if your car is *pneumatic* equipped, expensive tire-upkeep and delays are eating up your profits.

And—no matter whether you use *solid* or *pneumatic* tires, you pay a great deal more for power than you need to pay.

Why not put a stop to these profit leaks?

Other owners of light trucks are doing it by equipping with Motz Cushion Tires.

Easy-Riding Tires

Motz Cushion Tires on commercial cars are every whit as resilient and easy-riding as properly-inflated pneumatic tires. They give *pneumatic protection* to the mechanical parts of the car.

Their *easy-riding* qualities come from their *physical construction.*

These tires have double, notched treads, which prevent skidding and distribute the weight to the sides. The undercut sides allow free action of the bridges. The slantwise, elastic bridges give and yield like the air in a pneumatic tire.

Durable and Need No Repairs

Of course, Motz Tires are unaffected by punctures and they can't blow out.

Thus they end *annoyance* and *repair cost.*

And each set is guaranteed, *in writing*, for 10,000 miles—two years.

How They Save Power

Due to their absorbing means and greater traction (see "D" in illustration) Motz Cushion Tires remain more in contact with the road, causing no loss of power through intermittent traction.

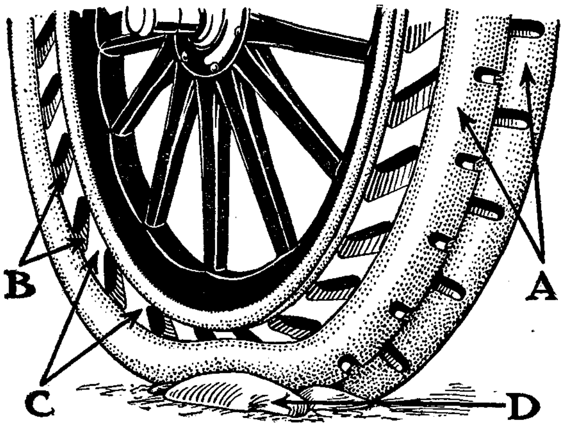
A truck will travel farther and faster when equipped with Motz Cushion Tires than with either pneumatic or solid.

Makers of Commercial Cars are Coming to These Tires

In order to increase the earning capacity of their commercial cars, nine manufacturers have already adopted Motz Cushion Tires.

And it seems but a matter of months till practically every leading car will include these tires as *standard equipment.*

Motz Cushion Tires—for Light Commercial Cars



(A) shows double, notched treads.
(B) shows undercut sides.
(C) shows slantwise bridges.
(D) shows absorbing means when passing over an obstruction.

INVESTIGATE THEM FURTHER

No tires could be more easy to apply than Motz, for they fit any standard clincher, universal quick detachable or demountable rim.

Don't buy a light truck, or tires for your *present* truck, until you have further investigated this money-saving tire.

Write for the Motz Tire Book and letters from owners of Motz-equipped Commercial Cars. Know these tires which are revolutionizing the truck tire situation.

A postal or letter asking for Booklet No. 98, or the coupon below, sent *today*, brings full information by next mail.

NOTICE—For heavy-duty trucks, where *load, and not speed,* is the principal factor, we recommend *Motz SOLID Tires on demountable rims.*

THE MOTZ TIRE & RUBBER CO.
FACTORIES AND EXECUTIVE OFFICES—AKRON, OHIO
Branches: 1737 Broadway, New York; 2023 Michigan Ave., Chicago; 999 Woodward Ave., Detroit; 2352 Euclid Ave., Cleveland; 409 East 15th St., Kansas City, Mo.
Standard Tire & Rubber Co., 104-6 Portland St., Boston, Mass. Distributors for New England States.

Mailing Coupon

Motz Tire & Rubber Co.
Akron, Ohio

Send me Booklet No. 98 on Motz Cushion Tires and letters from owners of Motz-equipped delivery cars.

My Car is a....................................

....

Model..

Size and Style of Rims..............................

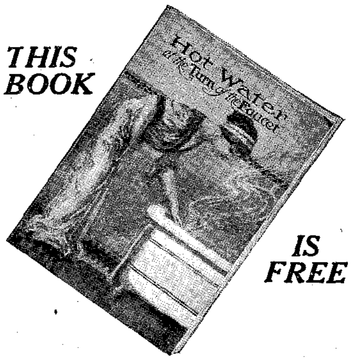
Name..

Address..

We Want to SEND THIS BOOK

to every man or woman who is interested in a never failing supply of hot water. It is an interesting book—full of Hot Water facts and figures that everyone ought to know.

THIS BOOK


Hot Water at the Turn of the Faucet

IS FREE

The Humphrey Automatic Geyser

heats the water as it flows—you simply turn the faucet—the gas is turned on and lighted automatically—and instantly the hot water comes—Piping Hot.

You can not heat water any other way so effectively—or so cheaply—The Humphrey Automatic Geyser requires no attention—there is nothing to get out of order—nothing that can go wrong—opening any faucet in the house turns on both gas and water—closing the faucet turns them off—

Don't fail to send for the book today before you forget it.

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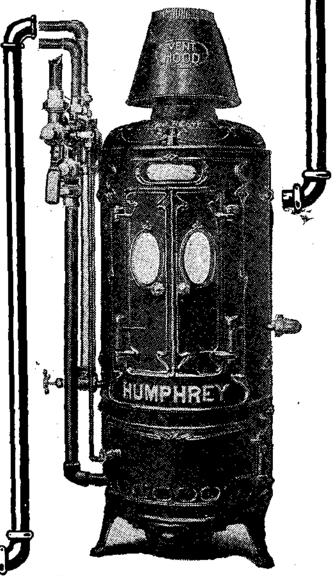
718 N. Rose Street, Kalamazoo, Mich.



PERSONAL GLIMPSES

(*Continued from page* 1058)

hundred coolies were kept night and day at the steep places to pull the cars over with long ropes.

We found the Maharaja of Rewah waiting to receive us at the camp, a fine-looking man, with his black, bushy beard parted in the middle and brushed up on either side, making him look very fierce. He is very strict in his observance of Hindu customs and has three wives, whom, of course, we did not see. One of them is said to be very young indeed, and is called "the Toy." Everything in his state is very primitive and old-fashioned, and there is always a crowd of people with petitions hanging about.

In the camp all had been prepared on the most lavish scale. A few weeks before it had been jungle, with tigers roaming through it; now two bungalows had been built for their Highnesses, surrounded by small gardens, gaily planted with flowers, and magnificent tents, one of which I shared with Turnbull, put up for the rest of the party. Sumptuous dinners were prepared by special cooks, and unlimited champagne of the best brands flowed freely for those who wanted it.

We stayed for three days in the first camp, and then moved on to another equally well appointed, where we remained for a week. The days were all very much alike, and it is hard to remember details; so I will give you a general idea. Except for the great heat, which was alleviated in every possible way, we suffered no hardships at all; it was, in fact, tiger-shooting made easy.

All the morning we stayed in the camp, for even on this expedition for pleasure and sport the Gaekwar had his work to do, and did it with his accustomed thoroughness, rising at daybreak to read his correspondence and dictate letters on affairs of state to his secretary, and then reading solidly for two or three hours with me or Turnbull.

At noon we had breakfast and started at about three o'clock for a fifteen miles' drive by motor-car into the jungle. We had ten cars together, and a hundred miles of new roads had been made for them, so as to avoid the tiring journey on elephants or in carts over the rough country roads. However, within a mile or two of our destination the cars were stopt, for fear of startling the tigers, and we mounted elephants, which took us to the *machans*.

These *machans* are platforms built on the trees, ten or fifteen feet above the ground and approached by ladders, with just enough room to stand or sit on them. There were usually seven or eight of them; not absolutely safe, of course, as a tiger has been known to spring as high or even higher, but we were each provided with a trusty *shikari*, who would be useful in an emergency. These were placed fifty yards away from one another, their Highnesses and the Maharaja of Rewah occupying the three central ones. The tigers were driven toward the *machans* by a large army of beaters, and would sometimes come within a few yards of them. If the tiger tried to escape under one of the trees where we were, we had to make a noise so as to send it back, and it would generally get within range of one of the central *machans* and be shot. When the beat began a bugle sounded, and a tiger would generally make his appearance every half-hour or so.

Occasionally a tiger would be wounded and escape, causing much excitement among the men. The beaters, warned by the bugle, would rush to the trees, while the "guns" would mount elephants with special howdahs made with protecting walls against the attack of a wounded beast and would follow him up until he was found and killed. Then the Gaekwar and his party would return to camp and spend the early part of the evening playing bridge. The Rev. Mr. Weeden goes on:

> The most exciting adventure we had came at the end of a rather slack day. We were beginning to think about going home if the last beat proved blank when suddenly three tigers were seen making straight for the Gaekwar's *machan*. His Highness killed the first by a well-directed shot in the neck, and wounded the second, which turned and took refuge in a rocky *nullah* some two hundred yards away. The third tiger was mortally wounded by the Maharaja of Rewah and managed to crawl into the same *nullah*. The beaters were at once informed by signal that two of the tigers were wounded, and some more adventurous than the rest approached the edge of the *nullah*. They were seen by one of the tigers, who was luckily too much injured to spring, but he roared in such a terrifying fashion that it was a case of *sauve qui peut*, and they all turned and swarmed up the nearest tree. As soon as we had ascertained that there were no other tigers about, some of us mounted elephants and with great difficulty persuaded them to descend into the *nullah*. The place was so full of rocks and bushes that the search was most exciting, and it was a good half-hour before we found one tiger lying half-concealed beneath a huge boulder and gave him his quietus. The other we were unable to find; he had probably been wounded very slightly and had managed somehow to slip away.
>
> One night considerable excitement was caused by a fire in the native quarters, which we all went to see. For a long time it blazed very fiercely, spreading rapidly from one hut to another, but at last they managed to get it under without any great damage.
>
> The arrangements for locating the tigers were very complete. Telephone wires had been laid through the jungle in all directions, and *shikaris* placed in every part of it; then when one of them discovered a tiger he sent a message immediately to headquarters and steps were taken accordingly. I believe that this is the first time that the telephone has been used for this purpose. I have since heard that when the Viceroy went to shoot with the Maharaja Scindhia of Gwalior the heliograph was used in a similar way.
>
> No game was shot but tigers, except on one occasion, when Her Highness shot a bison. Altogether seven tigers fell to the Maharaja, five to the Maharani, and three to the Maharaja of Rewah.
>
> On the way back to Rewah a stop was made at the famous game preserve, a tract of land several square miles in extent en-

(*Continued on page* 1062)

Overland

$1200

Model 60-T

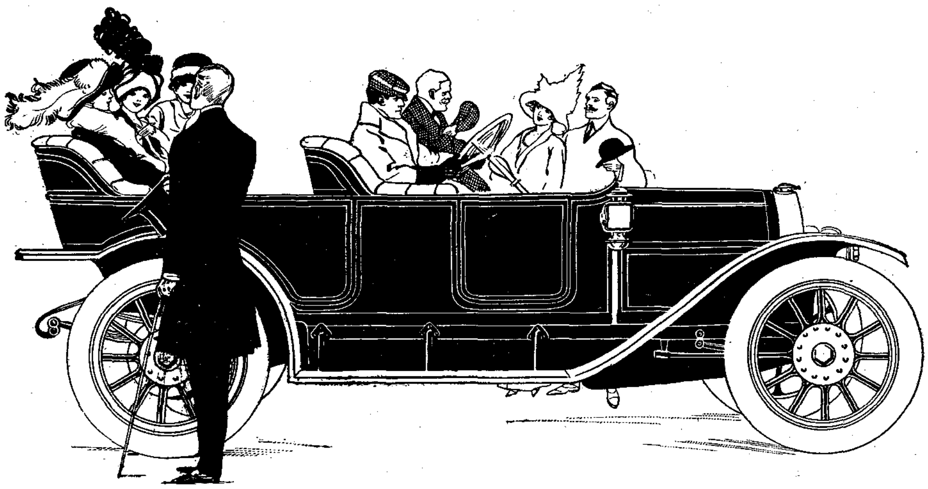
Wheel base, 111 inches; body, 5-passenger, fore-door touring; motor, 4⅛ x 4½; horsepower, 35; Remy magneto; front axle, drop forged I section, Timken bearings; tires, 34x4 inch Q. D.; equipment, three oil lamps in black and brass finish, two gas lamps and generator. Self-starter, $20 extra. Top, and glass front, $55.

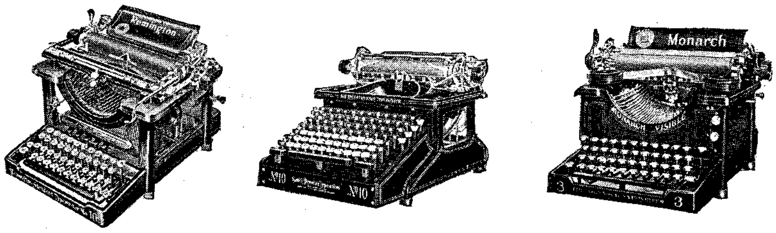
HERE is the lowest priced thirty-five horsepower touring car made. A thorough investigation of the entire automobile market will reveal the startling fact that practically the only difference in popular priced cars to-day is the difference in price, and this difference is due to the size of the plants that produce them.

That is why we, the largest individual manufacturers in the business, can market a thirty-five horsepower five-passenger touring car for $1200. If the others are getting $1500 for a car of this type, *which they are,* why should you pay it?

Look up the Overland dealer in your city. See this exceptional $1200 car. He will supply you with all the evidence in the world to back up these statements. Let us send you one of our interesting books. Please ask for book C25.

The Willys-Overland Company, Toledo, Ohio





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MACHINE A MINUTE

Often more
NEVER less

Remington Typewriter Company
(Incorporated)
New York and Everywhere

The Wizard Who Ends All Corns

Some years ago a chemist invented the now famous B & B wax.

To apply it we invented the Blue-jay plaster.

Since then, fifty million corns have been ended forever by this little application.

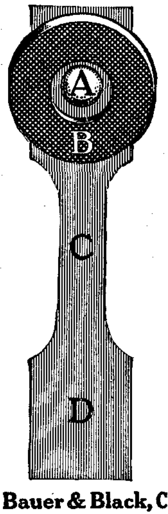
It is applied in a jiffy. The pain instantly ends. Then the B & B wax gently loosens the corn. In two days the whole corn, root and all, comes out.

No soreness, no discomfort. You simply forget the corn.

Why pare corns when this thing is possible?

Paring simply removes the top layers. It is exceedingly dangerous, for a slip of the blade may mean infection.

Why trifle with corns—treat them over and over—when a Blue-jay removes them completely, and in 48 hours. Prove it today.



A in the picture is the soft B & B wax. It loosens the corn.
B protects the corn, stopping the pain at once.
C wraps around the toe. It is narrowed to be comfortable.
D is rubber adhesive to fasten the plaster on.

Blue-jay Corn Plasters
Sold by Druggists—15c and 25c per package
Sample Mailed Free. Also Blue-jay Bunion Plasters
Bauer & Black, Chicago and New York, Makers of B & B Handy Package Absorbent Cotton, etc.
(151)

PERSONAL GLIMPSES

(*Continued from page* 1060)

closed by a high wall, over which not even a tiger could escape. There are three entrances with large gates, over which rooms have been built for sportsmen.

For a week food in large quantities had been placed in this preserve, and then the gates were closed the day before our arrival. As soon as their Highnesses had taken their places in the rooms, the beat began from the end of the preserve farthest away from the gates. Presently the devoted victims began to appear, at first in twos and threes, and then in large herds. There were hundreds of sambur, but when several dozen had fallen the shooting ceased at the Maharani's request, as she said it was becoming mere butchery. Just then a tigress came along with her cubs; the Maharani had laid aside her rifle, but she caught it up again, and shot one of the cubs. Instantly the tigress turned and went down the line of beaters striking at them as she went. Five of them were badly mauled, and of these three died of their wounds afterward. Her Highness was much concerned at this sad termination of the expedition, which she had so much enjoyed; she requested that she might be kept informed of the condition of the sufferers, and sent suitable compensation to their families.

WALL STREET'S MYSTERIOUS SLEUTH

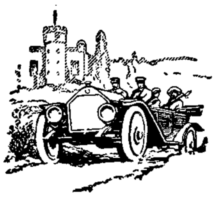
PROFESSIONAL crooks with criminal records are supposed to be barred from entering the financial district of New York, but there are many swindlers who know no "dead line," and of necessity there must be some means of protecting Wall Street against them. The Police Department and the postal authorities, with all their efforts, can not entirely prevent burglaries, thefts, and swindles, so additional precautions are necessary, which accounts for the existence of the "Wall Street Investigator." This unofficial detective has an idea that his work does not interest the public, but he is mistaken—an account of his activities given by the New York *Evening Post* proves that. He is introduced with this story:

One day last week a boy was sent from a down-town brokerage house to the Empire Trust Company with $400 in currency to purchase a supply of New York State stock-transfer stamps. Returning with the stamps, he passed them into the cashier's cage, and was sent on another errand. There was no suspicion of anything wrong, but the cashier, glancing at the Empire Trust's receipt for his $400, noticed a mistake in the manner in which it had been made out. He called the Empire Trust on the telephone, and learned that his messenger had not been there that day to purchase stamps.

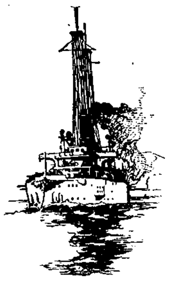
The Wall Street Investigator was thereupon called upon to learn where the stamps which the boy had delivered were obtained. Within twenty-four hours he had cleared the matter, and returned the $400 to the brokerage house. Without interrogating the boy he had looked up an alleged stamp-collector down-town, of whom he had for

(*Continued on page* 1075)

Why we lead the world in lubrication



In addition to the American market, we supply lubricants to over 70 foreign automobile manufacturers.



We supply lubricants to the navies of the world's leading naval powers.

Words and claims—no matter how oily—won't lubricate your car.

Your business sense asks:

"Who made the oil?"

We will sketch briefly the experience behind the oils recommended below.

Power-engineers all over the world recognize the authoritative leadership of the Vacuum Oil Company.

From Stockholm to Cape Town, from New York to Shanghai, leading manufacturing plants depend on our Gargoyle brand lubricants.

We supply 75% of the world's battleships, most of the ocean greyhounds, and practically every aeroplane in active use. Outside of the American market, we furnish lubricants to over seventy foreign automobile manufacturers.

Such buyers show small interest in words and claims, or price per gallon.

They select an oil for only one reason—because it gives more and better lubrication *per dollar expended.*

That necessitates both the right *quality* of oil and the correct *grade* for the purpose.

The success of Gargoyle Mobiloils with American and foreign automobilists is due to exact manufacturing methods.

Before making our recommendations, we analyzed the construction of every American car and practically every foreign make.

That was not easy. But correct lubrication is not an easy problem.

Different makes of automobile motors differ widely. Several distinct grades of lubricating oil were needed.

We produced these oils, distilling and filtering them to remove free carbon.

The various grades were given the following names:

Gargoyle Mobiloil "A."
Gargoyle Mobiloil "B."
Gargoyle Mobiloil "D."
Gargoyle Mobiloil "E."
Gargoyle Mobiloil "Arctic."

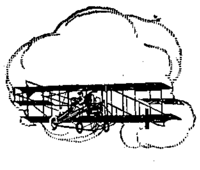
Below you will see listed the correct grade of oil for 111 makes of automobiles—for both Summer and Winter.

Space limits the list of cars. On request we will supply our more complete list with recommendations.

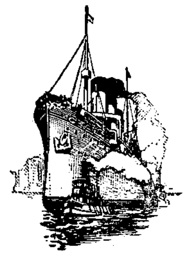
Gargoyle Mobiloils are put up in barrels, half-barrels, in 5 and 1 gallon sealed, white cans. All are branded with the Gargoyle, which is our mark of manufacture.

They are handled by the higher class garages, auto-supply stores and others who supply lubricants.

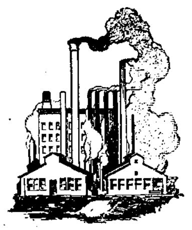
VACUUM OIL COMPANY
Rochester, U. S. A.
Distributing Warehouses in the Principal Cities of the World.



We supply lubricants to practically every aeroplane in active use.



We supply lubricants to the leading ocean steamship companies all over the world.



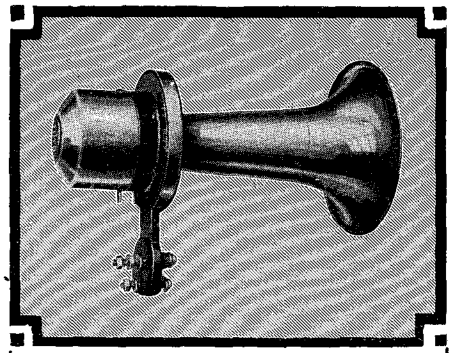
We supply lubricants to leading manufacturing plants in every quarter of the globe.

A guide to correct Automobile lubrication

Explanation: In the schedule, the letter opposite the car indicates the grade of Gargoyle Mobiloil that should be used. For example, "A" means "Gargoyle Mobiloil A." "Arc" means "Gargoyle Mobiloil Arctic." For all electric vehicles use Gargoyle Mobiloil A. The recommendations cover both pleasure and commercial vehicles unless otherwise noted.

MODEL OF	1908		1909		1910		1911		1912	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Abbott Detroit	....	....	....	....	A	Arc.	A	Arc.	A	Arc.
Alco	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
American	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Apperson	E	E	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Atlas	A	A	E	E	E	E	E	E	A	A
" Com'l	....	....	E	E	E	E	Arc.	Arc.	A	A
Austin	A	A	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Autocar (2 cyl)	B	A	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (2 cyl) Com'l	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (4 cyl)	A	E	A	E	A	E	A	Arc.	A	Arc.
Benz	....	....	A	A	A	A	A	A	A	A
Bergdoll	....	....	....	....	A	Arc.	A	Arc.	Arc.	Arc.
Brush	A	A	A	E	A	E	A	E	A	E
Buick (2 cyl)	A	A	A	A	A	A	A	A	A	A
" (4 cyl)	A	Arc.	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
Cadillac (1 cyl)	A	E	B	A	....	....	....	....	....	....
" (4 cyl)	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cartercar	A	E	A	A	A	E	A	E	A	E
" Com'l	B	A	A	A	A	E	A	Arc.	A	Arc.
Case	....	....	....	....	....	....	A	A	A	Arc.
Chadwick	A	A	A	A	B	A	A	Arc.	A	Arc.
Chalmers	....	....	Arc.	Arc.	Arc.	Arc.	A	Arc.	Arc.	Arc.
Chase	B	B	B	B	B	B	B	B	B	B
Cole	....	....	....	....	Arc.	Arc.	A	Arc.	Arc.	Arc.
Columbia	A	E	A	E	E	E	A	A	A	A
Columbia Knight	....	....	....	....	....	....	....	....	A	A
Couple Gear	A	A	A	A	A	A	A	A	A	Arc.
Croxton-Keeton	....	....	....	....	A	Arc.	A	Arc.	Arc.	Arc.
Daimler	A	E	A	E	A	E	A	E	A	A
Daimler Knight	....	....	....	....	....	....	A	A	A	A
Darracq	A	E	A	E	A	E	A	E	Arc.	Arc.
De Dion	B	A	B	A	B	E	B	A	B	A
Delahaye	A	A	A	A	A	A	A	A	A	A
Delaunay-Belleville	B	A	B	A	B	A	B	A	B	A
Elmore	A	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
E. M. F.	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Fiat	A	E	B	A	A	A	B	A	A	A
Flanders	....	....	....	....	E	E	E	E	Arc.	Arc.
Ford	A	E	E	E	A	Arc.	E	E	E	E
Franklin	B	E	B	E	B	Arc.	A	Arc.	A	Arc.
" Com'l	B	E	B	A	B	A	B	A	A	Arc.
Gramm	....	....	....	....	....	....	A	Arc.	A	Arc.
Gramm-Logan	....	....	A	Arc.	A	Arc.	....	....	....	....
Hewitt (2 cyl)	....	....	A	A	A	A	A	Arc.	....	....
Hewitt (4 cyl)	A	A	A	E	A	E	A	Arc.	E	E
Hudson	....	....	....	....	Arc.	Arc.	A	Arc.	A	Arc.
Hupmobile	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
International	B	A	B	A	B	A	B	B	B	A
Interstate	....	....	A	E	A	E	A	Arc.	A	Arc.
Isotta	A	E	A	A	A	A	A	A	A	A
Itala	....	....	A	A	A	A	A	A	A	A
Jackson (2 cyl)	A	A	A	A	A	A	....	....	....	....
" (4 cyl)	A	E	A	E	A	Arc.	A	Arc.	A	Arc.
Kelly	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Kissel-Kar	A	E	A	E	A	E	A	Arc.	A	Arc.
" Com'l	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Kline Kar	....	....	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Knox	B	E	B	A	B	A	B	A	B	A
Krit	....	....	....	....	A	A	A	A	A	A
Lambert	A	E	A	A	A	Arc.	A	Arc.	A	Arc.
" Com'l	A	A	....	....	....	....	A	E	A	E
Lancia	B	A	B	A	B	A	B	Arc.	B	Arc.
Locomobile	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Lozier	A	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Mack	A	A	A	E	A	E	A	E	E	E
Marion	A	A	A	E	A	E	A	E	A	Arc.
Marmon	B	E	Arc.	Arc.	A	E	A	Arc.	Arc.	Arc.
Matheson	A	E	Arc.	Arc.	Arc.	Arc.	A	A	A	Arc.
Maxwell (2 cyl)	E	E	E	E	E	E	E	E	E	E
" (4 cyl)	....	....	E	E	E	E	Arc.	Arc.	Arc.	Arc.
Mercedes	A	E	A	E	A	E	A	E	A	E
Mercedes Knight	....	....	....	....	....	....	A	A	A	A
Mercer	....	....	....	....	A	Arc.	A	Arc.	A	Arc.
Minerva Knight	....	....	....	....	....	....	A	A	A	A
Mitchell	A	E	A	A	Arc.	Arc.	A	Arc.	A	Arc.
Moon	A	E	A	E	A	E	Arc.	Arc.	Arc.	Arc.
National	A	E	A	Arc.	A	A	A	A	A	A
Oakland	....	....	A	E	A	E	A	Arc.	A	Arc.
Oldsmobile	A	E	A	E	A	E	A	Arc.	A	Arc.
Overland	A	E	A	E	A	E	Arc.	Arc.	Arc.	Arc.
Packard	E	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Panhard	A	E	A	E	A	E	A	E	A	Arc.
Panhard Knight	....	....	....	....	....	....	A	A	A	A
Peerless	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pennsylvania	A	E	A	E	A	E	A	A	....	....
Pierce Arrow	A	E	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
" Com'l	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Pope Hartford	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Premier	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rambler	A	E	A	A	A	A	A	Arc.	Arc.	Arc.
Rapid	A	A	A	A	A	A	A	Arc.	Arc.	Arc.
Regal	....	....	A	E	A	E	A	Arc.	A	E
Renault	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Reo	A	A	A	A	A	E	A	Arc.	A	Arc.
Royal Tourist	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Selden	A	E	A	E	A	E	A	E	Arc.	Arc.
Simplex	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Speedwell	....	....	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
Stanley	D	D	D	D	D	D	D	D	D	D
Stearns	A	E	A	A	Arc.	Arc	A	Arc.	A	Arc.
Stearns Knight	....	....	....	....	....	....	....	....	A	A
Stevens Duryea	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Stoddard Dayton	....	....	E	E	Arc.	Arc.	A	A	A	A
Stoddard Dayton-Knight	....	....	....	....	....	....	....	....	A	A
Thomas	A	E	E	E	E	E	E	E	A	E
Walter	A	E	A	E	A	E	Arc.	Arc.	Arc.	Arc.
Welch	A	E	A	E	A	E	....	....	....	....
Welch Detroit	....	....	....	....	....	....	A	E	....	....
White (Gas)	....	....	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (Steam)	D	D	D	D	D	D	D	D	D	D
Winton	A	E	E	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.

GARGOYLE
Mobiloil
A grade for each type of motor.



Present day traffic conditions demand two distinct notes of warning—

One low service note
One loud emergency note

The Tuto Horn giving these two distinct signals from the one button, one horn does away with the inconvenience and danger when a car is equipped with an inadequate bulb horn and disagreeable single loud note electric horn.

TUTO HORN

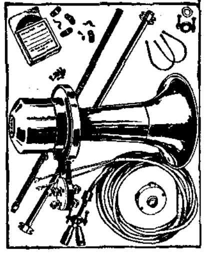
A Two-Tone Electric Horn

With the Tuto Horn the driver's hands are both free at all times to control the car. The One Tuto push button is located on the steering wheel right under the thumb. No lost motion in sounding either signal. A light touch or a heavy touch on the Tuto button will instantly change the tone and penetration of the warning note.

Tuto Horn and complete equipment for installing, any finish } **$25.00**

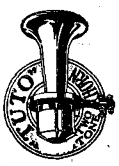
Test the TUTO for 10 Days Free

Fill in the Tuto Coupon and take it to your dealer. He will put a Tuto Horn on your car. If you are not satisfied, the dealer will remove it. If there is no accessory dealer in your district send the Tuto Coupon to us and we will arrange to send you a Tuto for ten days' trial without costing you one cent.



In buying your new car insist upon having a Tuto Horn as part of the equipment.

The Dean Electric Co.
245 Taylor Ave., Elyria, Ohio
"Look for Dean where Quality's seen."



L. D.

The Tuto Coupon

The Dean Electric Co., Elyria, Ohio:
Send through my dealer

Dealer's Name________
Address________
City________ State________

One TUTO HORN for a 10 DAYS FREE TRIAL

If the Horn proves satisfactory in every respect, will remit the cost to the above mentioned dealer. Otherwise will return it at the end of the 10 days trial.

Name________
Address________
City________ State________
Name and No. of Car________
License No.________ State________

LOOK FOR THE 3 IN

THREE IN ONE
3 IN
CLEANS·POLISHES
PREVENTS RUST
LUBRICATES
G. W. COLE CO.

This Is the way "3-in-One" is sold. Look for the big RED ONE on the label. No other oil bears it. There is and can be only one "3-in-One," for it is the first and only oil compound that cleans and polishes furniture perfectly; lubricates all things "oilright"; prevents rust on every metal surface. **FREE:** Generous sample and new complete book. Write right now.

3 IN ONE OIL CO., 42 YG. Broadway, N. Y. City

REVIEWS OF NEW BOOKS

MORRIS' COLLECTED WORKS

Morris, William, The Collected Works of. With introductions by his daughter, May Morris. Vols. IX–XII. New York: Longmans, Green & Co.

Four more volumes are added to those of the works of William Morris already published, and noticed in earlier issues of THE LITERARY DIGEST. Miss Morris carries on the story of her father's life and work in connection with the results exhibited in each volume. The same fine taste and discrimination are shown in the record here set down, dwelling chiefly on the artistic impulses that crowded Morris' working-life, but not forgetting to illuminate the story with side-lights upon his character and habits that show the eager, impetuous, devoted father and friend.

The restless search for new artistic experience is exhibited in Volume IX., where we see him devoting himself eagerly to illumination. From the earliest days, we are told, he knew all about French and English medieval painted manuscripts, and he looked upon the fine specimens in the British Museum as really belonging to him because he enjoyed them so. His mental energy is denoted as something superabundant when we learn that illumination was carried on as relaxation from the study and translation of Icelandic literature; and the amount of close and exacting work accomplished fairly astonishes one as the leisure-work of a single hand. Vergil, Horace, Omar Khayyam, and many volumes of the Icelandic saga are among the works issued with his embellishments.

Volume IX. contains Morris' "Love Is Enough" and "Poems by the Way," and Volume X. gives us "Three Northern Love Stories" and "The Tale of Beowulf." Morris did not often permit himself to dwell with gravity on the life of the spirit, we are told, but a letter of 1873, quoted in this volume, exhibits the fear that at times besets all creative geniuses of a falling off in invention. He expresses his wish to keep his imagination and enthusiasm to the very end and declares, "All great men that have not died young have done some of their best work when they were getting quite old." This volume further records the impression of foreign journeyings, and the queer lack of sympathy that Rossetti and Burne-Jones felt for Morris' passion for Northern life. The latter once wrote: "Mr. Morris has come back [from Iceland] more enslaved with passion for ice and snow and raw fish than ever—I fear I shall never drag him to Italy again."

Volume XI., besides containing Morris' version of The Æneid and a specimen page in reproduction of the Odes of Horace, written and illuminated by him, introduces us to interesting matters connected with the Morris firm. In 1875 the dissolution of the original partnership occurred and thenceforth Morris only was actively engaged. The date and the event mark also the severance of some old friendship ties, particularly with Rossetti and Madox Brown, but about these matters Miss Morris is discreet. She is much more voluble about Morris' experiments in dyeing and his endeavor to correct some discovered shortcomings in the quality of the firm's earlier work. In this as in other things he plunged heart and soul, and soon also plunged his household as well, in blues and reds and greens and yellows.

Dyeing, tho an absorbing occupation of 1876, was diversified by the composition of his own saga of "Sigurd the Volsung" (Vol. XII.) As preliminary to this work, we are informed how Morris scoffed at the work of Wagner, and laid down that the latter was "wrong in his aim of a 'music-drama' in which literary and musical expression should be equally balanced." He granted no more than a fairy-story or a libretto such as that of "Don Giovanni" as fit for an opera. Yet it is asserted that he had a genuine love for music—Beethoven often appealing to him and always the folk-song of the English, Irish, or French.

Morris could not easily brook the vandalism of architectural restoration, whether in Italy or in England, and he once encountered a spirited vicar who resented the suggestion that his restorations were spoiling the church by the retort that it was his own church and he could stand on his head in it if he chose.

The initiative of the earlier volumes is well sustained in the beautiful reproductions that ornament these. Here one sees much work of Burne-Jones that is accessible nowhere else save in the original.

Sparrow, Walter Shaw. John Lavery and His Work. With a preface by R. B. Cunninghame Graham. Boston: Dana Estes & Co.

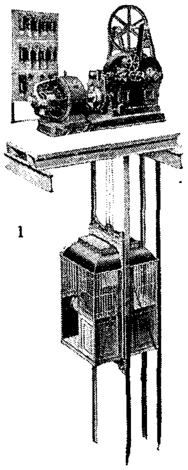
Mr. Shaw-Sparrow's books on Lavery, following with a stimulated interest his book on Brangwyn, have their justification not only amply shown in the admirable work they contain, but definitely put down for those who believe that nothing outside of fugitive newspaper-writing should precede an artist's death. The writer himself appeals, away from such entrenched and timid souls, to those who believe that every generation ought to protect its own good genius. If this truth were better understood and acted upon here in America, would it not do something to offset the mad expenditure of dollars on the rapidly growing rarities of ancient art and divert some support to the workers in our own field? Who among the worthies of our fine contemporary painting has read a careful study of his achievement, seeing such set down in praise that is worthy of praise? "Books on living artists ought to be in some measure," says the writer, "a counterpoise to the commercial tactics by which the old Masters are turned into foes of to-day's ambitions."

No one, it seems certain, will accuse Mr. Shaw-Sparrow of trying to boom his fellow countryman's art. He is at all times the just and sane critic, if he is also the warm and enthusiastic friend and admirer. He has in Lavery a subject full of material for vivacious treatment and he has not failed to meet the spirit of his material with a corresponding spirit in the writer. It will be hard to find a work on a subject of modern art freer from the dulness and pedantry of the profest critic, or the arrogance and blindness of a special ad-

(*Continued on page* 1066)

GREAT BEAR SPRING WATER.
50c per case of 6 glass stoppered bottles.

Modern Equipment for Office Buildings, and Dependable Labor-Saving Appliances For Offices Are Driven by Westinghouse Motors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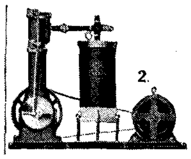
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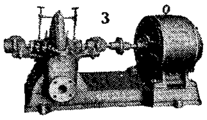
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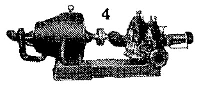
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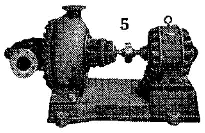
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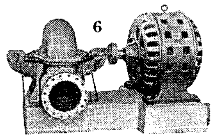
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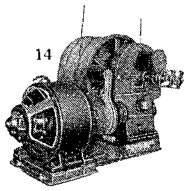
14

THE alert business man will gladly pay a higher rental for an office in a building that gives him a superior class of service.

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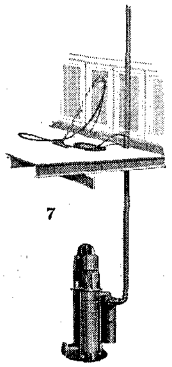
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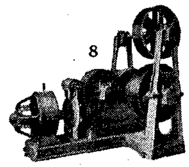
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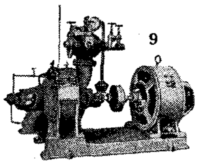
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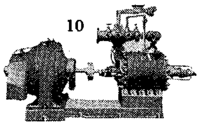
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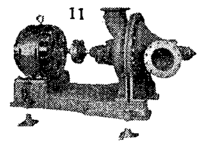
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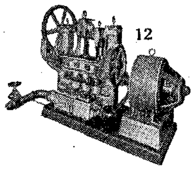
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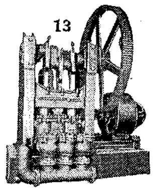
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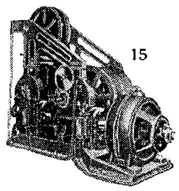
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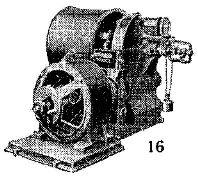
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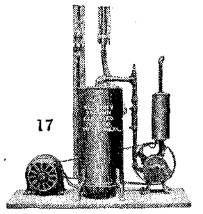
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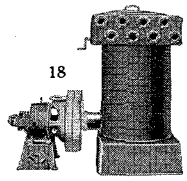
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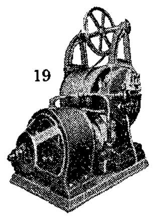
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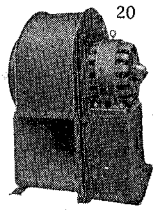
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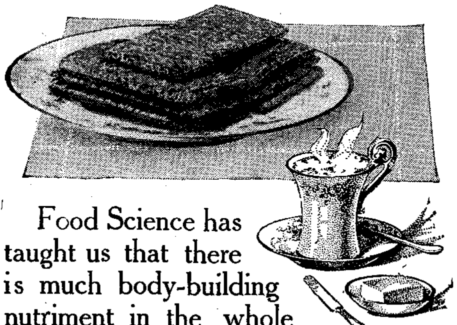
The Crisp Tasty Toast



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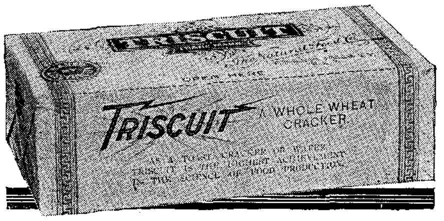

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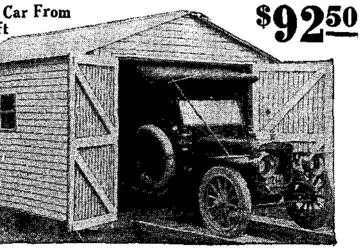

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REVIEWS OF NEW BOOKS

(*Continued from page* 1064)

vocate. He is well aware of all the outbreaks of artistic expression that in recent years have been clamoring for acceptance as the final and exclusive art-form, and he tells his story of a man who lived his life among the devotees of "movements" and who has kept a vision of his own fresh and sane.

Lavery, in general terms, is numbered among the "Glasgow School" for brief and convenient reference, tho his relation to Glasgow is shown here to be as loose as the actual coherency of the entire Glasgow group, misnamed, we are given to understand, a "school." One thing that will not escape notice in Mr. Shaw-Sparrow's book is the evident intention to disassociate the name of Whistler as an artistic influence in the formation of Lavery's art. Current judgment roughly couples the name of the master with the work of most of the Glasgow men, and this writer's intention, implied more than insisted upon, is to point to Lavery's independent research, to his vital points of difference with Whistler, and to his personal impression derived from Velasquez, the source whence Whistler also drew inspiration. It will be interesting to note if this book in its treatment of Whistler is one more contribution to a growing tendency to limit the wide-spreading claims of this master. Contemporary English criticism frequently shows these signs. The book is richly pictured in Rembrandt gravures, color-plates, and collotypes.

WISCONSIN AS AN IDEAL STATE

Howe, Frederic C. Wisconsin; An Experiment in Democracy. 8vo, pp. 202. New York: Charles Scribner's Sons. $1.25 net.

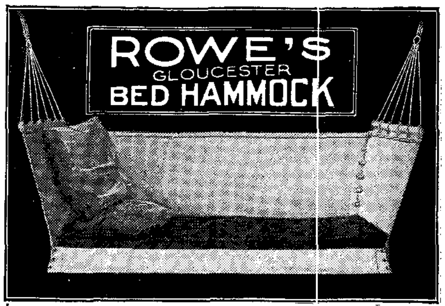
This is a bold and original work, in which its author claims for Wisconsin the same place on this continent as Germany occupies in the regeneration of Europe. Mr. Howe believes that the American State, as a part in the Union, has so far proved a conspicuous failure. He, however, thinks the State has wide possibilities and that Wisconsin is trying to realize them. This commonwealth, he tells us, has raised the State from the low position into which it had fallen and converted it into a vital political agency. He proudly claims for Wisconsin that it is the most efficient commonwealth in the Union. An honest legislature and well-trained executive officers, animated by unselfish enthusiasm for the public service, are found in Wisconsin. Plato's Republic has risen up in the great prairie State. Science rules there in politics, in education, and in literature.

This treatise is well worth reading if only we learn from it that Wisconsin is the New Zealand of our empire, a sort of trying-out ground for the most recent experiments in politics, education, and social life. We may regard it, moreover, as to some extent a manifesto of La Follette, and a fresh and striking exposition of what must be called "La Follettism."

JANE ADDAMS' NEW BOOK

Addams, Jane. A New Conscience and An Ancient Evil. 12mo, pp. 219. New York: The Macmillan Company. $1 net.

Miss Addams is well known for her philanthropic labors at Hull House, Chicago, where, as it is believed, she "has turned many to righteousness." She



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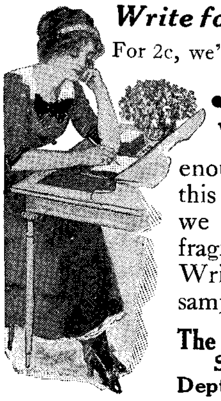

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INTRODUCTORY.—The Book of Genesis as Literature.

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1. A trip to Jaulan.
2. Attacked by Bedouin Robbers.
3. The Fair Plain of Gennesaret.
4. Psalm XLII and XLIII.
5. Ishmael.
6. The Religion of the Sword.
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8. The Cave of Machpelah.
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10. Jacob.
11. The Man Israel.
12. The Patriarchal Tent.
13. Prophecies in the Book of Genesis.
14. The Authorship of Genesis.
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speaks in this book of things she knows of that class of women whom Bulwer Lytton styled the "hypocrites of passion," and whom the calm philosopher Lecky, with more earnest realization of their fate, declared "the most awful and the most mournful figures in history." This woman remains, while creeds and civilizations rise and fall, "the eternal sacrifice of humanity, blasted for the sins of the people."

The particular aspect of prostitution which Miss Addams regards is that of the "white slave" traffic, in which the more or less innocent girl becomes the victim of the procurer's avarice and cruelty. She tells the story of many girls who have actually been drawn into the net of perdition. There is no rhetoric. The book is written in plain, direct, and vigorous English, and evidently intended to warn parents and supply information to legislators. The "new conscience" of which the writer speaks is based on pity for the outcast and on unwearied efforts at protecting the young and lifting up those who have fallen. Miss Addams is absolutely frank and fearless in her statement of authentic facts and there is a startling earnestness in her appeals which will make all thoughtful people ponder over them with serious interest.

RECENT FICTION

Dragoumis, Julia D. Tales of a Greek Island. Pp. 379. Boston and New York: Houghton Mifflin Company. 1912. $1.35 net.

Julia D. Dragoumis was born in Constantinople, educated in England, and has spent most of her life in the classical island of Paros, and has, therefore, been able to give to her stories an atmosphere of reality and power. The pictures of island life and people are vivid and enticing, and the splendors of a southern sky and sea, fruit and flowers, are graphically described with fascinating and convincing details. Many of the same characters appear in the different tales, but each story is a gem set in a background of natural beauty.

> "A shepherd's crook, a coat of fleece,
> A grazing flock; the sense of peace,
> The long, sweet silence,—this is Greece!"

The lives of these simple peasants are not lacking in dramatic excitement, and exemplify great and absorbing passions, noble self-sacrifice, and worthy achievements which are chronicled with a loving and faithful appreciation of human joys and sorrows. No description could adequately represent the refreshing charm of this unusual book, which is written with such evident sincerity and permeated with the very breath of Greek life. One story stands out thrillingly—"The Only Son of His Mother"; the dénouement leaves one with startled admiration and a sob in the throat.

Lea, Fannie Heaslip. Jaconetta Stories. Pp. 200. New York: Sturgis & Walton Company. 1912. $1.

This is a book peculiarly well adapted for reading aloud, and just the book to take with one for vacation reading since each chapter is a story in itself, tho only an episode in the development of the love-tale of Jaconetta and the "honest cynic." Jaconetta was an irresistible and charming young woman, whether grave or gay, and she fenced conversationally with her would-be lover with a keen edge of wit and the sharp point of understanding. The stories are entirely in dialog and

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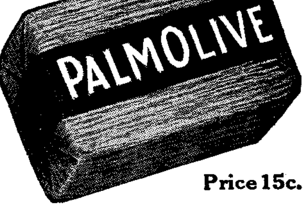

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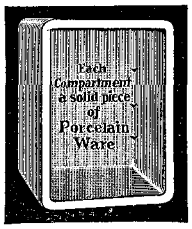

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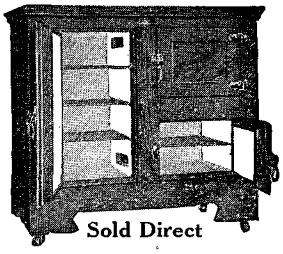

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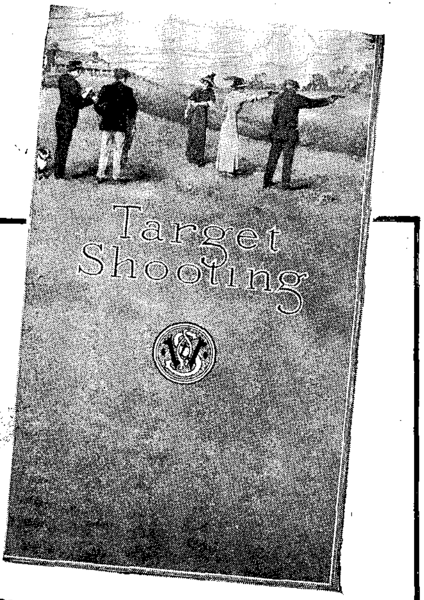

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Meantime the reader wonders at the stupidity of the big "boy" and enjoys the bubbling humor that pervades the pages of the story.

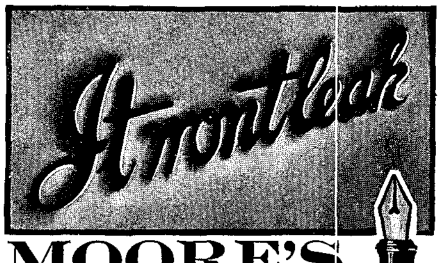
Nicholson, Meredith. A Hoosier Chronicle. Pp. 605. Boston and New York: Houghton Mifflin Company. 1912. $1.40.

This is a little more commonplace and conventional than Mr. Nicholson's usual story, but serious in style and well told, even if slightly ponderous and lengthy. The story has two distinct themes: the political life in a typical American State and the romance of Sylvia Garrison, "the lady of the constellations"; but the threads of the plot are so interwoven as to involve the varied characters in a net of mystery and some very dramatic situations, which are treated sanely rather than feverishly, while the narrative moves with precision and interest.

Morton Bassett is the typical "boss" and, up to a certain point, is able to mold circumstances to his will, but "murder will out," and it is only Sylvia whose ennobling influence finally saves him from the consequences of his own weakness. Most of the fun and pleasure come to us from the character of "Aunt Sally," the businesslike, alert woman with a keen insight into human foibles and a love for all that is honest and sincere. She loves the lovers and hates the sinners as only a woman can, and it is her witty sayings that enliven the book. Indiana gets a comprehensive description, socially and politically, and the author introduces so many characters and so many varied incidents that he has an opportunity to express himself on almost every known subject. The mystery of Sylvia's birth is finally cleared. Dan, the lover, asserts his own manhood at just the psychological moment, and all ends well with promise of happiness for all.

Westermayr, Arthur J. Rudra. Pp. 424. New York: G. W. Dillingham Company. 1912. $2.

"A Romance of Ancient India," is the subtitle of this unusual tale. The book has much to offer the lover of mysteries and mysticism. Rudra, the god of destruction, is the sinister influence in a book full of glowing descriptions of Oriental splendors, thrilling dreams of horrible portent, marvelous philosophies of life, and an intensely dramatic plot that hinges on reincarnation. There are suggestions of Parsival, episodes borrowed from the life of Amfortas and Ludwig of Bavaria, and a long record of startling sensations and thrilling experiences. The story has much sensuous charm and is told with a wealth of language suited to its subject, but its strongest plea will be to the theosophist, the psychist, or the lover of any form of the occult. The practical reader will wonder why Kalyana did not tell her husband why she was in the arms of Agra, but probably that would have put an end to



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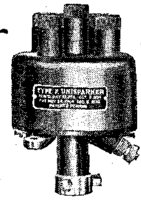

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the wrongs, the sufferings, the injustice—in fact to the story. The book is furnished with a comprehensive glossary.

HISTORY AND BIOGRAPHY

Fletcher, C. R. A. The Making of Western Europe. 8vo, pp. 409. New York: E. P. Dutton & Co. $2.50 net.

The period covered by this work extends from 300 A.D. to 1000 A.D., and describes how the countries conquered and civilized by Rome yielded afterward to two influences—that of Christianity and that of the barbarians who invaded them, and were subsequently assimilated by Roman Christianity. The break-up of the Roman Empire occurred in the infancy of the Church, and the rising power of the see of Rome and its pontiffs brought about the unification of the peoples who had inundated what we now call the Latin countries. Pagan Rome had given roads, language, and law to these countries; when Rome became the center of Christianity she also gave religion. Mr. Fletcher shows wide learning and enthusiasm in going over the ground practically covered less sympathetically by Gibbon. He proceeds to describe step by step the gradual crystallization of the new and old elements of the European population into distinct nations each in its own territory. Then we come to the growth of Islam. In 711 Tarrik introduced Mohammedanism into Spain with his 12,000 Berbers. This was the beginning of a new civilization for the Iberian Peninsula, but a period of bitter civil strife. Charlemagne comes next upon the scene, in the midst of this strife, and the great Basque ballad tells how he invaded Spain against the infidels. All these topics are lucidly handled by Mr. Fletcher, who has set himself and accomplished a difficult historical task—that of tracing the line of development through a most bewildering period of almost labyrinthine history, to whose intricacies he has furnished a plain and valuable clue.

Bradford, Gamaliel. Lee, the American. 8vo, pp. 324. Boston and New York: Houghton Mifflin Company. $2.50.

The attitude taken by Mr. Bradford in writing this, the latest of the many Lee biographies, is frankly avowed by him in one of his early chapters, in which he writes:

> "The growth of the Lee legend is greatly to be deplored, most of all by Lee's warmest admirers. 'One may search in vain for any defect in him' says one of the latest historians of the war. Indeed the perfection of Lee becomes somewhat oppressive. One would welcome the discovery of a shortcoming in him, as redeeming him to humanity."

The writer continues to enumerate the tributes paid to him as a schoolboy who was "never behind in his studies, never failed at a single recitation. He performed no act which a pious mother could not have fully approved." Mr. Bradford bluntly remarks: "I do not believe this is true. I hope it is not true. If it is true, it ought to be concealed, not boasted of." The book is written, however, by a discriminating appreciator of Lee's real and noble character. Altho a Northerner, Mr. Bradford does full justice to the work and personality of the great Southern General. There is a freshness, an air of profound and conscious research, and a fearless vigor of presentation which render the work convincing.

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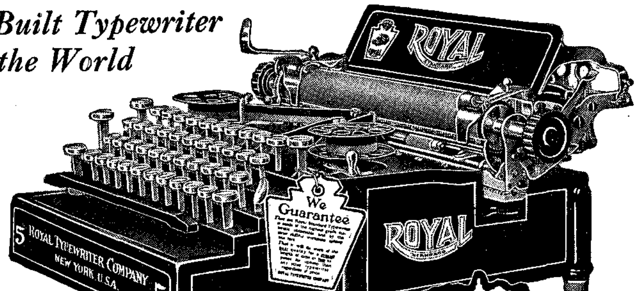
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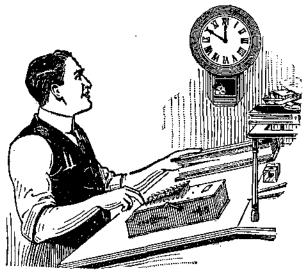

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Geer, T. T. Fifty Years in Oregon. 8vo, pp. 536. New York: The Neale Publishing Company. $3 net.

Former Governor Geer of Oregon sets out with enthusiasm and knowledge to give us an interesting account of a territory as it gradually emerges into full life and statehood. He himself, from being a pioneer in the wilderness during the forties, rose by his natural gifts and graces to become the head of a great commonwealth. He transports us into the atmosphere of those early days, where we live for an hour or so in the society of forceful men and brave women in the yet unbroken forest and on land which only just begins to yield to the plow. It is a sort of dioramic picture of Oregon which he sets before us. His style is clear, he gives full color to his scenery and impresses us with the wealth and abundance which he shows us to exist in the Far West. Mr. Geer is, moreover, a breezy and genial narrator of facts and experiences. He also dwells upon the political side of things and we have seldom met with a better account of the Lewis-Clarke expedition and Jefferson's curious inconsistency in the matter of the Louisiana Purchase than Mr. Geer gives us. The wit, humor, philosophy, and anecdote interspersed among statistics and historic facts attract the reader, while the illustrations after photographs are valuable additions to the narrative.

Kurita, Shunjiro. Who's Who in Japan. First Annual Edition. 8vo, pp. 1230. Tokyo: Vyoshinsha Company.

The importance of Japan as a world power, as an Asiatic center of government, literature, and politics, has made it necessary that Tokyo should follow the examples of London, Berlin, and Washington in publishing a list of Nippon's leading citizens. This program is well followed out in Mr. Kurita's work. The transliterated English as well as the Japanese name of each person is given, and there is the novel attraction of many portraits.

Learned, Henry Barrett. The President's Cabinet. 8vo, pp. 471. New York, and New Haven, Conn.: Yale University Press. $2.50.

The thirteen chapters of this scholarly study teem with information which is not easily accessible excepting to those deeply versed in the sources of American history. The leading statesmen of the country have always figured in the Cabinet and every change in the chair of the presidentship brings a new batch of able men to the front and makes the presidential staff of cooperatives of recurring interest. Mr. Learned shows the circumstances under which a Cabinet was first collected by President Washington. He unfolds the fundamental principles of such an institution. The work throws a clear light on American political life as viewed from a social, personal, legal, and industrial standpoint. The origin and development of this institution are clearly outlined from the beginning until it consists at present of nine Cabinet offices, seven Secretaryships, the Attorney-Generalship, and the Postmaster-Generalship.

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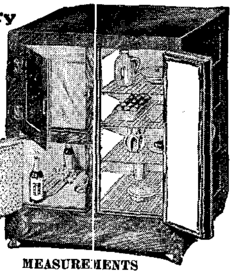

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Morgan, Henry James (Editor). Canadian Men and Women of the Time. 8vo, pp. 1218. Toronto: William Briggs.

The first edition of this work appeared in 1898 and we welcome this second issue, as the development of Canadian life and importance since then has been very remarkable. The volume is simply a very judicious résumé of biography and has in it a new feature, namely, the estimate of judges, authors, and other distinguished men as contained in newspaper criticism. This gives a certain charm to what is thus rendered more living than a dry directory.

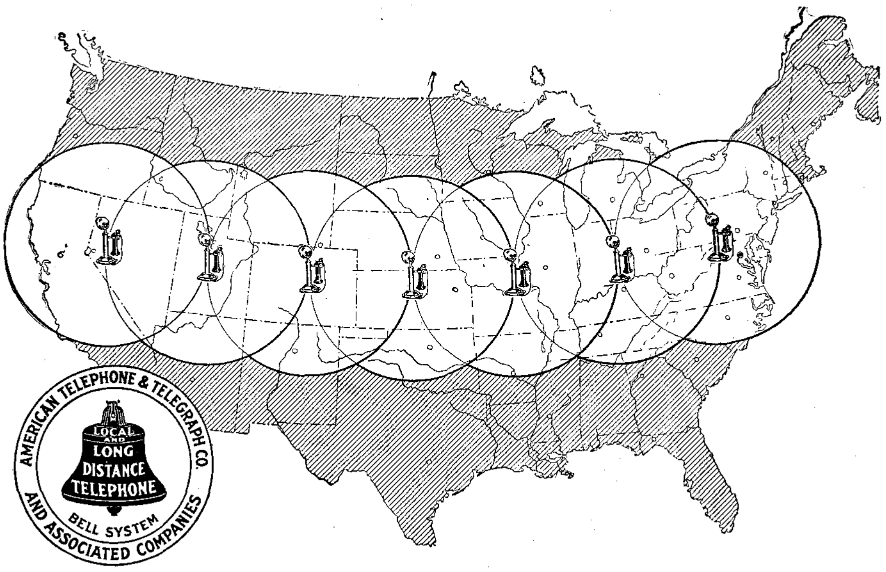
Parker, David B. A Chautauqua Boy in '61 and Afterward. 8vo, pp. 388. Boston: Small, Maynard and Company. $3 net.

Naturally this is a book of the War. It is not a dry account of military operations and maneuvers, but a record of individual experiences. The writer had unique opportunities for meeting the leaders of the Northern Army. He entered the theater of conflict as a private in Seventy-Second, New York Volunteers, Sickles' Brigade, but was speedily promoted and detailed as Superintendent of the mails and dispatch-bearers of the Army of the Potomac. He was thus practically a staff-officer at the headquarters of Hooker, Meade, and Grant, of whom he records many reminiscences. As private messenger between General Grant and President Lincoln he appears to have gained the confidence of both men. But while the war-stories are good, perhaps the most absorbing interest of the book lies in the record of the *post bellum* days. The writer's skill as an administrator and the interest he took in his work won for him a high place among men, and his chapters on Reconstruction of the Postal Service in Virginia, United States Marshal for Virginia, Postal Secret Service (a batch of detective stories), and Some Recollections of Public Men, are full of thrilling situations and taking anecdotes. While men will enjoy the work, it is likely to be of special interest and profit to boys as setting before them in an entertaining style an example of a public life spent in resolute perserverance, unflinching courage, and cheerfulness in dangers and difficulties.

Russell, George W. E. One Look Back. 8vo, pp. 368. Garden City, New York: Doubleday, Page & Co. $2.50.

This book will remind the ordinary English or American reader of the Cardinal in "Lothair," who said at a dinner party, where he was eating and drinking nothing, that he liked to be there because there "you see the world and hear things you can hear nowhere else." This scion of the Russell family, the portrait of whose ancestor, the first Earl of Bedford, after a painting by Holbein, appears in the frontispiece of his book, has been conversant with very many, nay most, of the leading people of nineteenth-century England in letters, literature, and society. The names of Jowett, Gladstone, Irving, Bright, Chamberlain, Hutton, Matthew Arnold, and a score of others appear in these pages with many delightful anecdotes and reminiscences which could not have been gathered together excepting by an intimate friend of those persons.

Altho approaching the limit of three-score years, this author is fresh in heart as in memory. He is such a man as Horace describes, *laudator temporis acti se puero.* He admires the times that sped by when he was young—at Harrow under Dr.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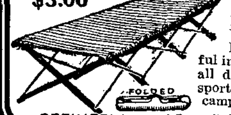

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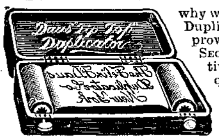
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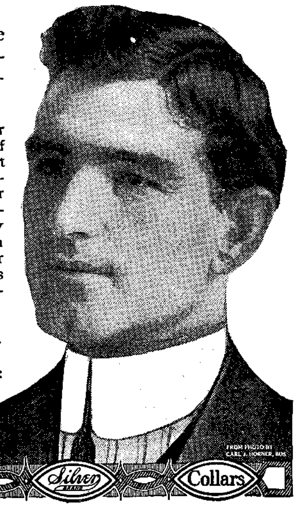
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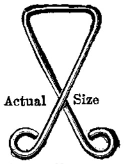

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"'Yes, Master?'

"'Shall we continue this conversation in the drawing-room?' No rebuke was ever more neatly administered."

Sergeant, Philip W. My Lady Castlemaine. 8vo, pp. 356. Boston: Dana Estes & Co. $3.50.

The Countess of Castlemaine is more commonly known by that other title which belonged to her as Duchess of Cleveland. Mr. Sergeant has given us a fair account of a woman whose only redeeming quality seems to have been her beauty. Her history is not a savory one, consisting of a series of shameful liaisons, including her connection with the reigning monarch, Charles II. "She was," says Oldmixon, "the fairest and lewdest of the royal concubines." All her contemporaries, however hostile to her, admit her beauty. Her dark auburn hair and blue eyes attracted the eye of Pepys who loved to sing the praises of "my lady." She has had her portrait painted more frequently than any other woman of her time. One by Lely was called by Pepys, "a most blessed picture."

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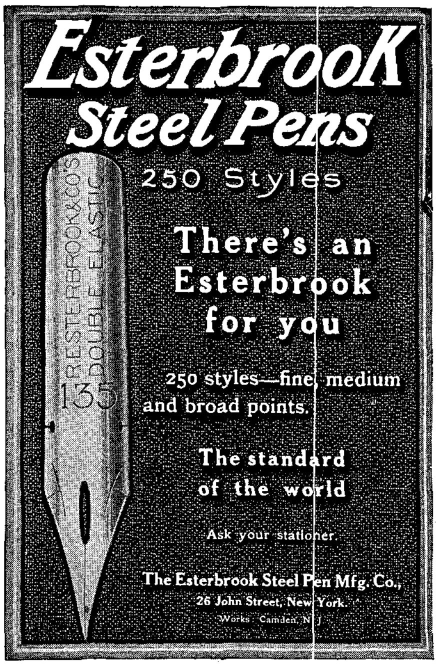
Mr. Sergeant has written a picturesque and interesting book which sets forth, without offending the reader's taste, many features in the life of the most profligate court England has ever known. The book contains 17 illustrations.

Vizetelly, Ernest Alfred. The Anarchists. 8vo, pp. 308. New York: John Lane Company. $3.50 net.

The author of this book has evidently made a careful study of his subject and traces anarchism to Zeno, the Gnostic, and further on to Diderot and Rousseau. The father of modern anarchism, Bakunin, is dwelt upon at large in the second chapter. Then comes the history of anarchism as propagated by deed in France, Spain, Italy, England, and the United States. Mr. Vizetelly shows how the attempts made on the lives of German Kaisers and Spanish Kings were defeated. He vividly describes the Black Hand risings in Andalusia. He pictures to us in striking terms the Barcelona outbreaks, and the machinations of anarchists in Chicago. The panic



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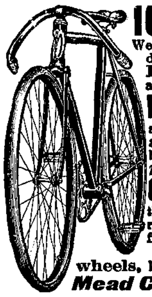

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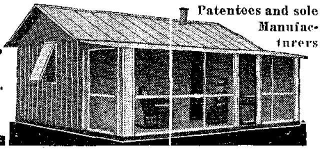

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which for two years caused a new Reign of Terror in Paris is duly treated, and details are given of such atrocities as the murder of Humbert of Italy and Elizabeth of Austria. Mr. Vizetelly has a light and readable style and an interesting journalistic touch.

OTHER BOOKS OF THE PERIOD

Banks, Louis Albert. The Sunday Night Evangel. 8vo, pp. 438. New York: Funk & Wagnalls Company. $1.50.

Dr. Banks's new volume contains a series of thirty short sermons filled with evangelical fervor and seriousness. They will appeal to the heart of every Christian reader and may be recommended both to laymen and to young preachers as edifying models of the popular discourse.

Bickley, Francis. Where Dorset Meets Devon. Illustrated by J. W. King. Pp. 267. New York: E. P. Dutton & Co. 1912. $2.50.

We can imagine the delight which this book will give to one familiar with the section of English country described in its pages, and the inspiration it will be to the less fortunate stay-at-homes. "How wonderful the English countryside must be when a few square miles of it can yield such a store of memories and impressions."

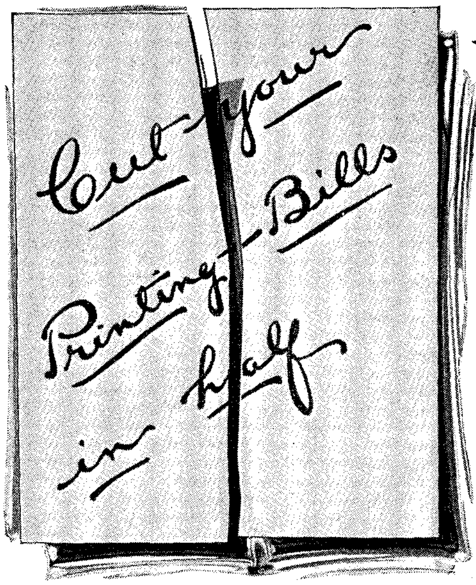
Text and illustrations combine to charm the reader as a fulfilment of the promise implied in the exquisitely colored frontispiece. "The cliffs of gray and yellow and red, with their bright green crests, and the two blues of the sea and sky, form a color scheme which seems appropriate to some Latin coast. It is almost fast for sober England to deck herself so gaily."

The author follows no fixt route, but wanders by road or hidden path from town to town in this beautiful rolling country, regaling us as he goes along with facts of historical importance connected with each one, and touching the realm of poetry, art, and romance in his chronicle of the famous men and women associated with the different places, and all told with an intimate and lovable style that makes you see his point of view and his keen sense of humor. He begins with Lyme Regis, the king's own town from the days of Edward I., and from there branches off to Charmouth, Chadcock, Bridport, Axminster, Kilmington, Seaton, Beer, and Ford's Abbey.

Each town has its charm, natural and architectural, and we visit churches and quaint homes with delight and interest. The choice of Ford Abbey is a fitting close to an "indolent pursuit of trails." "To tell the story of an English abbey is to tell the story of a soul which has passed through a great crisis which has either killed the soul outright, or started it on a ruinous course, or put it in the way of a new and freer, if more material, life." The book is delightful, likewise the illustrations.

Begbie, Harold. The Children's Story-Bible. 8vo, pp. 239. New York: The Grolier Company.

We have not met with any book which can be more successful than the present work in acquainting children vividly and attractively with the traditional history of the Old and New Testaments. A work that is richly illustrated by reproductions of all the gems of Christian art, that is written in a lucid style of absolute reverence and faith, that is quite complete in its representations of the characters and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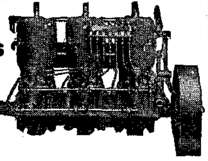

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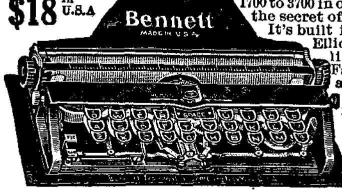

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teachings of the Bible, must always prove to be of singular value in keeping alive in this country that spirit which is really the essence of modern civilization. We have great pleasure in calling attention to this work as characterized by research, by taste, and by refined devotion, and we should like to see it handled by children in every home. The father of histories and the great social poet of the Augustine age hit upon a vital truth when they declared that mankind was more readily educated through the eye than through the ear. Here we have the education, through eye and ear combined, in a volume on the compilation of which we consider the author and Dr. Thompson, the editor, must be warmly congratulated.

Copping, Arthur E. Canada. 8vo, pp. 263. New York: Hodder & Stoughton. $1.50 net.

Canada is styled by Mr. Copping the "Golden Land," and indeed as he describes it we must allow it is a land not only of golden wheat, but of golden prosperity. He has produced a work which is likely to allure many of his countrymen to cross the Atlantic. While he relates the adventures of European settlers in the British prairies he does so in a brisk and humorous narrative. Nor does he slur over the difficulties encountered by dwellers in the city when they venture into the rude pioneer life of the forest. Yet the tone of his work is clearly optimistic and he finds in the Canadian Northwest a field of activity in which some of the social problems of overcrowded Europe will find a solution. The twenty-four colored illustrations add to the value of his character sketches and descriptions of scenery and travel.

Dowden, Edward. Shakespeare, His Mind and Art. 8vo, pp. 434. New York: E. P. Dutton & Co. $1.50 net.

This distinguished English critic has added another to the hundreds of volumes in all languages that treat of Shakespeare, with the intention of viewing the poet from a new aspect. He does not attempt to bring the Bard of Avon before the reader "as he jested in his tavern, or meditated in his solitude." He aims at dropping all externals of a great life, and wishes rather "to attain to some central principles of life in him which animate and control the rest, for such there are existent in every man whose life is life in any true sense of the word, and not a mere affair of chance, of impulse, of moods, and of accidents."

While Professor Dowden wishes "to pass through the creation of the artist to the mind of the creator," this is not to slight any appreciation of "the work of art as such." A good example of this method of interpretation is to be found in his essay on "Hamlet." "Hamlet" was, he says, the second tragedy written by the dramatist, "Romeo and Juliet" being the first. In "Hamlet" Shakespeare found himself. The play shows not only artistic and dramatic, but also spiritual, maturity. Of course, many readers will take no interest in such metaphysical or idealistic interpretations of the poet as the Germans from Gervinus to Werner take delight in, but the present work must interest all those who wish to pass through the characters of *Hamlet, Macbeth, Othello,* and *Lear* and see the real face that stands behind the mask.

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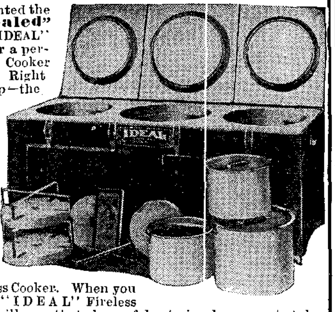

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PERSONAL GLIMPSES

(Continued from page 1062)

some time been suspicious; by a little shrewd detective work of a kind not usually resorted to by the ordinary headquarters sleuth he had uncovered the manner by which the "collector" had inveigled the boy into purchasing the transfer stamps from him instead of the Empire Trust, and had placed in the hands of the police evidence which rid the financial district of a thief, who, if permitted to continue his operations, might have mulcted more than one broker before he was finally found out.

Of itself, this incident may not have been important; it was probably one of the most simple and colorless cases which have been taken to the Wall Street Investigator to unravel. Nevertheless, it served to emphasize the scope of the work that is being done by the man who, in the fulfilment of his vocation, has proved one of the most valuable unofficial assets of Wall Street for the past twenty years.

This man knows nearly every person in the vicinity of the Stock Exchange, and on short notice can find out whatever is necessary about anybody he does not happen to know. He takes an important part in foiling fraudulent schemes that vary all the way from the sale of ill-gotten stock-transfer stamps by petty criminals to the marketing of bogus paper by swindlers using two continents as a field of operations. Here are some further particulars:

The Investigator is known personally to the head of every financial institution in the city, but few of the thousands of clerks and underlings know even of his existence. He has an office in a building on Broad Street, midway between the New York Stock Exchange and the Consolidated Exchange, and within hailing distance of a dozen of the largest banks in the financial district. Armies of people pass his place every week-day, and scores enter, but there are few who suspect the Investigator of being what he is, or who know that within his two moderate-sized rooms have been unfolded more secrets than could possibly be told about. He does not mind talking about his work—up to a certain point. Beyond that, he will not go.

One room of the Investigator's office contains his desk and two long steel filing-cabinets; there are 75,000 names represented in these cabinets, every single item in the place being catalogued and numbered, and each single reference having a history. The Investigator knows which of the histories he may tell about, and which he may not; both he and the cabinets have about them a distinct atmosphere of secrets well kept.

About some of his cases the Investigator will talk, but he uses no names. He tells of mining deals by the hundreds in which promoters were foiled in securing funds from banks solely on the information which he had furnished, and were finally compelled to abandon their swindling plans because he was on their trail. He will tell, when in a talkative mood, with reservation of certain particulars, of the time not long ago when he put a spoke in one of the most audacious undertakings upon which financial schemers have been known to venture. The authors of this particular undertaking were not of the ordinary type, anxious

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to turn a trick, and come away with enough "swag" to finance a life of idleness for a few months. They were the kind which move in what is termed high society, and their plans were laid far in advance. A promoting company was incorporated, with an authorized capitalization that was written with seven ciphers and with prospects that were truly dazzling. The groundwork finished, one of the band was sent to Europe, where prospective prey among the wealthy was to be stalked; letters of introduction, a handsome face, and an American manner soon made him a favorite with the one who was to be the prey—a wealthy French nobleman. In due course, the scheme was broached—very, oh, very carefully!—and the rich nobleman's interest was so encouraging that the American prest his advantage. Soon he had the nobleman completely won over; visions of a single million francs converted into a number of millions of dollars with a single "Pouf!" made him almost prayerful to be permitted to contribute of his fortune.

Just when prospects were most glittering came the slip-up. The promoting firm whose members composed the band which planned to relieve the Frenchman of his wealth needed additional funds, and sought a loan at a certain New York bank. The bank officers telephoned to the Investigator a query as to the firm's standing. It looked to be all right, but as the Investigator's records were not up-to-date, he began making inquiries. After that, detective work followed; then came the reply.

One of the officers of the bank which had been asked for the loan was on friendly terms with one of the members of the firm. He thought that somehow the Investigator must be mistaken. The search was carried still further, and the loan was held up pending a further still hunt.

It was at first a difficult task. The promoters were shrewd and knew every trick of the game they were playing. But they needed money badly, and, at last, in desperation, they began borrowing on notes-of-hand. After that clue was given, the trail marked itself plainly; those who advanced funds on the notes told the Investigator about the new corporation and its prospect. They further told of its reputed foreign "backer" of noble birth, of whom the promoters were bragging. The French capitalist was warned in time, the pretty bubble burst, and a certain promoting firm went immediately into bankruptcy. For all that is known, its handsome emissary who crossed the Atlantic at the inception of the scheme is still stranded in Europe.

The Investigator claims the right to tell of particular cases, without the use of names, but he is careful not to relate more than a few typical experiences. He says that he is not like a police detective, and that his work does not affect the public except in the most indirect way. He leaves spectacular arrests to the police and devotes most of his time to "getting the numbers" of men who try to dispose of worthless stocks in the Street. His steel cabinet of 75,000 names, with bits of valuable information concerning them card-indexed or scrap-booked, is a kind of rogues' gallery which enables him to do his work without calling on the police for assistance; and in cases of arrests following his investigations he remains far enough in the background to keep his identity unknown to everybody but the principals behind the prosecution. Further:

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>
> At times bank employees and insurance-company clerks—against whose trading in Wall Street there is a Stock Exchange law—endeavor to speculate without the knowledge of their employers. They assume names that are not their own, and use other devices to cover operations. A young fellow who tried this aroused the suspicion of the firm with whom he had opened a speculative account. The Investigator was asked to learn about him. One of the Investigator's lieutenants shadowed the suspected one for a week, but could not learn even where he was employed. In the morning the fellow would leave his home, in Brooklyn, only after assuring himself that no one having the ear-marks of a detective was near by; then he would run to the elevated road. On the train he would go from car to car, and watch to learn if he was shadowed; on leaving the Brooklyn Bridge at the end of his journey, he would dart across Park Row to the Post Office to emerge on Broadway. Farther down-town he would hurry through the labyrinth of corridors which usually so confuse a stranger there, often backing on himself in such a manner as to confuse completely the shadower.
>
> At last a woman detective was engaged, and for a week she endeavored to anticipate every move he made. She stationed herself on the Broadway side of the Post Office building, then at different exits of the down-town corporation tenements. At last she was able to trace him to his place of employment, and then it was learned that he was confidential clerk of one of the largest and most important customers of the Stock Exchange house where he himself was trading. He had been using information gleaned from his employer to speculate on.

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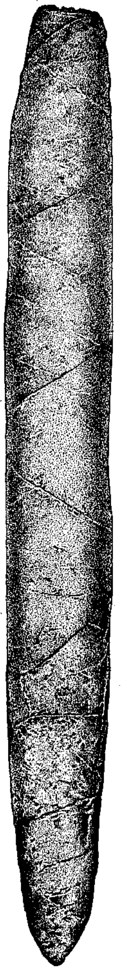

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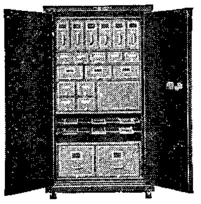

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Had A Wrong Tip.—"Were you much upset by the bank failure?"

"Yes; I lost my balance."—*Satire.*

A Good Point.—Before you sympathize with the under dog, make sure that he didn't start the scrap.—*Puck.*

A Triumph.—AGNES—"Was Emily's operation a success?"

GLADYS—"Glorious! She got fifteen presents, a hundred dozen roses, and had two hundred calls of inquiry."—*Life.*

Cruelty to a Poet.—POET—"I called to see if you had an opening for me."

EDITOR—"Yes, there's one right behind you, shut it as you go out, please."—*Satire.*

Wisdom.—"A genius, Pa——"

"A genius, my son, is a person who knows enough to be able to learn something from other people."—*Woman's Home Companion.*

Farewell Only.—Said one man on the street, speaking to a friend:

"Well, money talks."

"Maybe it does," answered the other, "but all it ever said to me was 'Good-by.'"—*Baltimore American.*

Not so Bad.—EDITOR—"There is a sameness about your poetry, I regret to say."

MAGAZINE POET (hastily)—"What?"

EDITOR—"A sameness."

MAGAZINE POET—"Oh. That's better. I thought you said saneness."—*Puck.*

Success At Last.—"I made all kinds of excuses to get off to see them play ball this afternoon."

"Wouldn't any of them work?"

"Yes. Finally I touched the boss's heart by telling him I wanted to go to the ball game."—*Washington Star.*

In Line.—"What makes you think the baby is going to be a great politician?" asked the young mother, anxiously.

"I'll tell you," answered the young father, confidently; "he can say more things that sound well and mean nothing at all than any kid I ever saw."—*Cleveland Plain Dealer.*

A Fearful Revenge.—"Don't you think it is dastardly to send a man an infernal machine?" asked Jones, while motoring with Brown.

"Oh, I don't know," replied Brown, as the car gave a dying groan, half-way up the hill. "If I had an enemy, I'd send him this one."—*Judge.*

Where Figures Fail.—"Suppose coal is six dollars a ton, and you gave your dealer thirty dollars, how many tons would he send you?"

"Three."

"Oh, that's wrong."

"I know it's wrong, but that's what he done."—*Life.*

It Depends.—FIRST BOARDER—"Will you pass the cheese?"

SECOND BOARDER—"How fast is it traveling?"—*Judge.*

Dropt.—"Did Alice's birthday party come off?"

"Yes, and several of her birthdays."—*Boston Transcript.*

Not There.—JOKE-SELLER—"Did you receive my letter and that batch of jokes?"

EDITOR—"I received the letter, but I didn't see the jokes."—*Satire.*

Wanted to Know.—HE—"My father weighed only four pounds at his birth."

SHE—"Good gracious! Did he live?"—*Boston Transcript.*

Sympathy.—HICKS—"I hate a man of one idea."

WICKS—"Naturally! No one likes to be excelled."—*Boston Transcript.*

Reason for Haste.—"I understand that T. A. Edison says that concrete shoes will be all the rage soon."

"Gee! I guess I'll speak to your father right away."—*Houston Post.*

Obvious.—BESSIE—"Wonder if Maude knows that we are looking at her new gown?"

JESSIE—"Certainly; what do you suppose she is walking down this street for?"—*Philadelphia Telegraph.*

Less Formidable.—EDITH—"Pa is immensely pleased to hear you are a poet."

FERDIE—"Is he?"

EDITH—"Oh, very. The last of my lovers he tried to kick was a football player."—*Denver News.*

The Only Fear.—NEW MERCHANT—"How big an 'ad' would you advise?"

ADVERTISING MAN—"That depends on how many tons of customers your store floor will sustain. You wouldn't want 'em to break through into the cellar, of course!"—*Puck.*

Liked the Ring.—MAUD—"When you broke the engagement, of course you returned the diamond ring he gave you."

ETHEL—"Certainly not! I don't care for Jack any more, but my feelings have not changed toward the ring."—*Boston Transcript.*

Getting Even.—THE DOCTOR—"Hark! Whence those cries of agony?"

THE LAWYER—"They come from the office of the dentist. Last week the chiropodist operated on the dentist, agreeing to take his bill out in trade; and now the dentist is taking it out."—*Satire.*

Wanted a Change.—MRS. POST—"Have you any cooks who can make mayonnaise, lobster Newburg, and croquettes?"

PROPRIETOR OF INTELLIGENCE OFFICE (proudly)—"Lots of 'em."

MRS. POST (sadly)—"Bring me one of the other kind. I've got dyspepsia."—*Harper's Bazar.*

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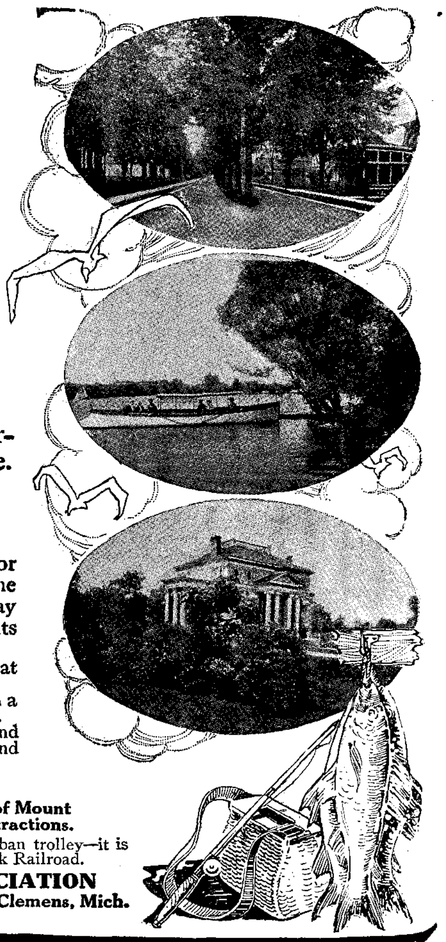

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Consideration.—"If I didn't have such a large family I could save a little money."

"Don't be too sure of it. If you didn't have a large family you might have an auto."—*Houston Post.*

A Move in Time.—AUGUSTUS—"I'm not fond of the stage, Violet, but I hear your father on the stairs, and I think I had better go before the foot lights."—*London Sketch.*

Certainly In.—"Is Mrs. De Brick in?" asked the visitor, calling at the London home of the Suffragette leader.

"Yiss, mum," said Norah. "She's in for six monts, mum."—*Harper's Weekly.*

Consoling.—"You will be the victim of a fatal accident."

"Good gracious!"

"Calm yourself. It won't happen until the end of your life."—*Pêle Mêle.*

Excusable.—HUB (angrily)—"Here! What do you mean by waking me out of a sound sleep?"

WIFE—"Because the sound was too distressing."—*Boston Transcript.*

Victim's Sarcasm.—"What do you consider the most important event in the history of Paris?"

"Well," replied the tourist, who had grown weary of distributing tips, "so far as financial prosperity is concerned, I should say the discovery of America was the making of this town."—*Washington Herald.*

A MANLY CRITIC

THESE two letters, from a subscriber who has the courage and frankness to reverse an opinion when he finds he is mistaken, may also be instructive to others who criticize hastily.

——— ——, N. H., May 1, 1912.

To Editor LITERARY DIGEST:

We have just returned for the summer season. Looking over the DIGEST, which I have not seen since we left in December, I feel that your views of the political situation are so different from mine that your paper irritates me very much. Furthermore, I am unwilling to pay money to a paper supporting a candidate for the Presidency who, I believe, is plotting treason against the Constitution. Therefore, please stop the DIGEST and remit me balance of my subscription.

Yours truly,

——— ———

The second letter is dated three days later.

——— ——, N. H., May 4, 1912.

DEAR SIR:

After looking through a larger number of THE LITERARY DIGESTS I find that my criticism of you was unjust, and it gives me great pleasure to withdraw it.

Yours truly,

——— ———

In the Suburbs.—"Is Mrs. Gillet a well-informed woman?"

"Well, she's on a party wire."—*Life.*

VACATION PLANS

Our readers' attention is called to the announcements of attractive tours and resorts appearing each week in our travel columns. Special editorial articles on summer trips will appear in the **ANNUAL RECREATION NUMBER** issue of June 1st. Many suggestions for desirable journeys and resorts.

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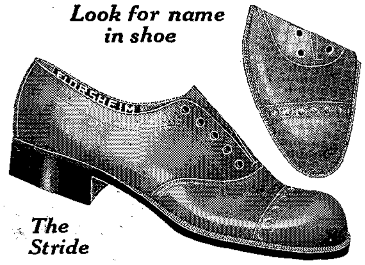

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CURRENT EVENTS

Foreign

May 2.—The Italian battle-ship *Re Umberto* strikes the rocks off Tripoli and sinks.

The British inquiry into the *Titanic* disaster is begun.

May 4.—The Italian fleet seizes the Turkish island of Rhodes.

May 9.—The House of Commons passes the Irish Home Rule Bill on the second reading by a vote of 372 to 271.

Domestic

WASHINGTON

May 2.—The Senate Committee on Commerce agrees on the Rivers and Harbors Appropriation Bill, which carries $32,126,530.

Conferees of the Senate and House agree on a general Pension Bill adding $25,797,578 to the present pension budget.

May 3.—The House increases from $1,500 to $2,000 the annual allowance for secretaries of members and refuses to reduce the mileage appropriation for members from twenty-five to five cents a mile.

May 4.—President Taft sends to the Judiciary Committee of the House papers from the Department of Justice relative to charges against Judge Robert W. Archbald, of the Court of Commerce, and the House authorizes the committee to investigate the case.

May 6.—The Senate passes the Workingmen's Compensation Bill.

May 7.—The ninth International Red Cross Conference opens with thirty-two nations represented.

May 8.—The War Department estimates that the damage by the Mississippi River floods will exceed $50,000,000; the breaking of more levees within the past few days adds to the already large number of deaths.

May 9.—The House passes a measure abolishing the Court of Commerce.

The House votes to combine the bureaus of manufactures and statistics of the Department of Commerce and Labor in one division to take the place of the present Tariff Board; it is planned to discontinue the appropriation for the Tariff Board.

GENERAL

May 4.—Suffragists, estimated at ten thousand, parade on Fifth Avenue, New York City, before a hundred thousand spectators that line the sidewalks.

County primaries in Texas indicate that Governor Wilson will control the Democratic State convention, and that Colonel Roosevelt will have the support of the Republicans.

May 6.—Speaker Clark and Colonel Roosevelt are victorious in the Maryland primaries.

May 7.—The New Hampshire Supreme Court upholds a $2,000,000 bequest of the late Mrs. Mary Baker Eddy to the Christian Science Church of Boston.

Oscar W. Underwood wins the Mississippi Democratic primary, gaining twenty delegates.

Looked Bad.—"Then the wedding was not altogether a success?"

"No; the groom's mother cried louder than the bride's mother. It was considered very bad form."—*Louisville Courier-Journal.*

His Start.—VISITOR—"So you were acquainted with the great financier who was raised here? As usual, I suppose you gave him the first dollar he ever earned."

NATIVE—"No; he took away from me the first dollar I ever earned."—*Brooklyn Life.*

Condensation.—EDITOR—"How's the new society reporter? I told him to condense as much as possible."

ASSISTANT—"He did. Here's his account of yesterday's afternoon tea: 'Mrs. Lovely poured, Mrs. Jabber roared, Mrs. Duller bored, Mrs. Rasping gored, and Mrs. Embonpoint snored.'"—*Satire.*

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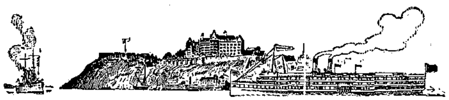

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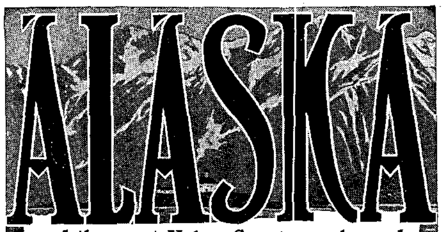

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

"I. A.," Brooklyn, N. Y.—"Kindly advise whether the use of the second *him* in the following sentence is correct: 'It is incredible and horribly dangerous that I should be sitting here with him, after all that has happened to me, and *him* without the slightest suspicion.' "

That the latter part of this sentence is elliptical, there can be no doubt; and the case form of the pronoun must therefore be determined by the word or words that are used to supply the ellipsis. It can not be said with finality that either the nominative form or the objective form is the only one that can be correctly used, as several different words could be supplied that would call as rightly for the one as for the other. The following two constructions suggest themselves in illustration of this fact: "It is incredible and horribly dangerous that I should be sitting here with him, after all that has happened, and *he* [*being*] without the slightest suspicion." "It is incredible and horribly dangerous that I should be sitting here with him, after all that has happened to me, and [*with*] *him* without the slightest suspicion." Other ways of supplying the ellipsis could also be justified, showing that the proper form of the pronoun is a matter of opinion.

"Anon," Bluefield, W. Va.—"Please give the exact meaning of the word 'knot' in its nautical application. Is it a unit of distance or of speed? Does the term, *per se*, mean a nautical mile an hour, or is it necessary to state the number of knots per hour!"

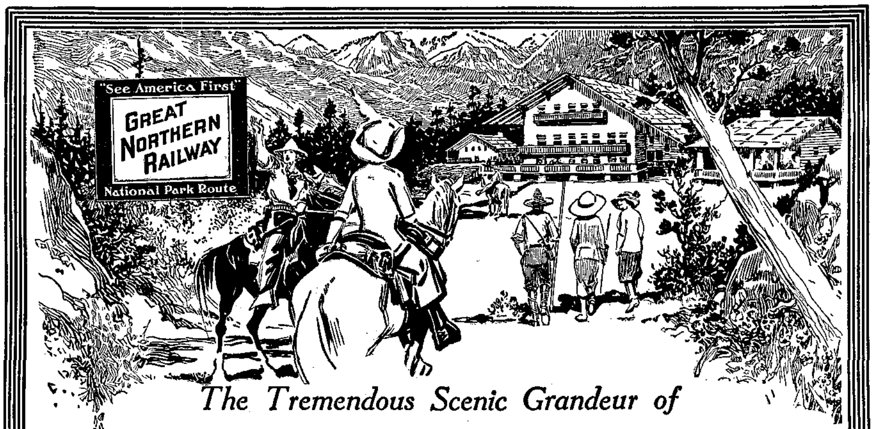
The following definitions from the STANDARD DICTIONARY (p. 987, col. 1) will show the nautical meanings of this word: "(*a*) A division of a log line, marked by pieces of cloth or knotted string at equal distances, being 47.33 feet when the line is used with a 28-second glass, and 50.75 feet when the glass runs 30 seconds. (*b*) Hence, a speed of a nautical mile in an hour, used as a unit for expressing a ship's speed, this speed being indicated by the number of knots that pass while the glass is running." It will thus be seen that "knot" in its different meanings is used to indicate both *speed* and *distance*, and that the number of knots given as the speed of a vessel is understood to be for an hour's time.

"F. G. F.," Albany, Ore.—"Please give a ruling in regard to the use of 'have' or 'has' in the following sentence: 'While the other party may have a mortgage on other things, he has no mortgage on life; and about the time he is ready to enjoy his wealth, either his physical abilities or his mind *have* reached the stage where he does not enjoy the things he longed for in the earlier days, and so life has been a failure after all.' "

This sentence illustrates the use of a verb with "discordant nominatives connected disjunctively"; that is, the subjects are of different numbers and the use of the conjunction "or" requires the verb to agree with them separately. The difficulty offered by such a construction is provided for by the following rule: "When a verb has discordant nominatives connected disjunctively, it most commonly agrees with that which is nearest, and only by implication with the more remote." Thus, in the sentence quoted, the use of the singular verb is necessary because the singular noun stands next to it. It is stated by many grammars, however, that "the plural subject is usually placed next to the verb," for the reason that the mixture of the different numbers is less noticeable and the construction less harsh than when the singular verb follows a plural noun. But this rule is not understood to make the other arrangement incorrect.

In School.—TEACHER—" The right to have more than one wife is called polygamy. What is it when only one wife is allowed a man? "

WILLY—" Monotony, ma'am."— *Lippincott's*.



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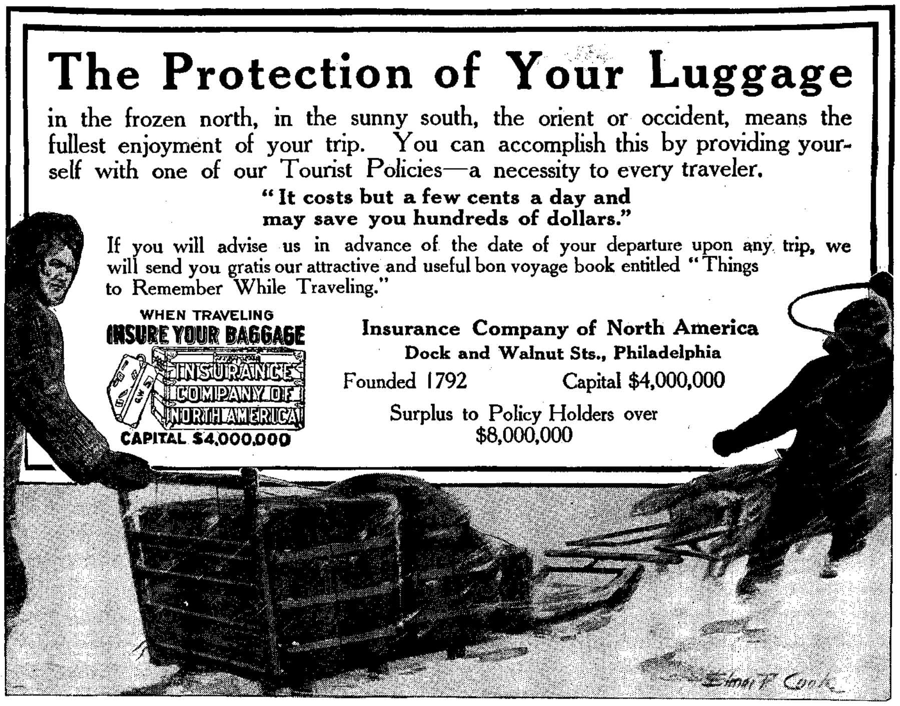
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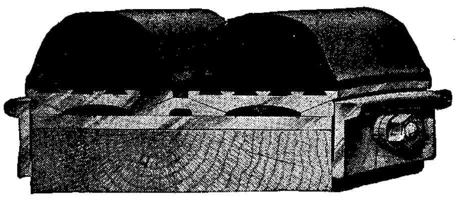
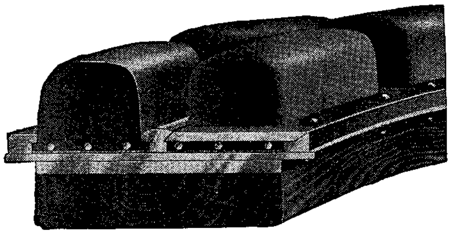
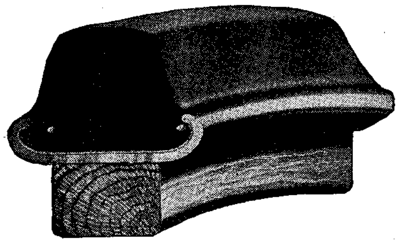
The choosing of tires for commercial cars involves a lot of money — entirely too much to be hastily passed upon without a full investigation of the tire situation. There's not only initial tire cost to consider, but cost of tire up-keep, efficiency, ease of tire replacement and protection to the delicate mechanical parts of the car. The value of a motor truck depends so vitally upon tires that no motor truck owner should even think of selecting his tires till he has investigated all the leading makes.



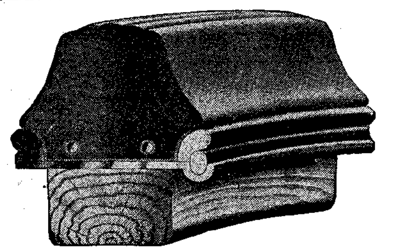
Goodyear Demountable 10,000-Mile Tire, for Heavy Trucks



Goodyear Individual Block Tire for Heavy Trucks



Goodyear-Motz Tire for Light Commercial Cars



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Here are four tires upon which we are as proud to place the Goodyear trademark as we are on our well-known "No-Rim-Cut" pneumatic tire.

They are the best truck tires that our tire experts can build; the culmination of our 13 years' progress in tire making. And, as we now make more tires than anybody else, our experience should count for much.

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For heavy trucks that require utmost traction and non-skid properties, on rear wheels we recommend our *Individual Block* Tire. Its advantage over other block tires is—your driver can replace a damaged block in almost no time and *without loosening a half dozen, or even ONE other block.* No extra tires or repair equipment need be carried, only a few blocks—no tools needed except wrench and thumb clamp.

GOODYEAR
AKRON, OHIO
"A Tire for Every Service"

Perhaps you own a high-wheel, package delivery car equipped with solid tires. Then note the Goodyear-Motz Tire. Observe its *physical* construction, which gives you a solid tire of extraordinary liveliness and yet the utmost in mileage. No expert help is required to apply it, and no tools except one simple hand tool, and that we furnish. Fits any single-piece or demountable clincher rim.

You who operate light cars ought to investigate at once the Goodyear "No-Rim-Cut" Solid Tire. Hundreds of sets of these tires are now rendering satisfactory service. Creeping or cutting out at the base is impossible. Very easy tires to apply.

Our Tire Experts are at Your Service—Write

Write us the make and model of your car and road conditions, and our tire experts will tell you what tires will best serve your needs.

You will also receive our latest 12-page (12x18) Motor Truck Tire Circular, which contains large photographic reproductions, and descriptions of the entire 1912 line of Goodyear Motor Truck Tires. (All are not shown in this advertisement.)

Clip out the coupon as a reminder that you are going to write The Goodyear Tire & Rubber Co. Write today!

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Branches and Agencies in 103 Principal Cities
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Clip This Out as a REMINDER to Write to The Goodyear Tire & Rubber Co. Akron, Ohio

40 years building the Tough White Tread

Long before there were any rubber-tired vehicles, we were learning about rubber—how to add durability yet retain the elasticity of the pure gum.

When the automobile arrived, this experience made Goodrich Tires—the

Original American Clinchers

—the standard of value, because they were *"made of real rubber"*—and made *right.*

GOODRICH TIRES

Experience, also, led us to adopt, from the first, the right method of construction:—the mileage-producing

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Last of all, over thirty years of experience was responsible for the first really tough tread;—the famous

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the White Tough Tread stays on, wears slowly and protects the "upper" or flexible part from injury and contact with the ground. . . . Goodrich users *never travel on their uppers.*

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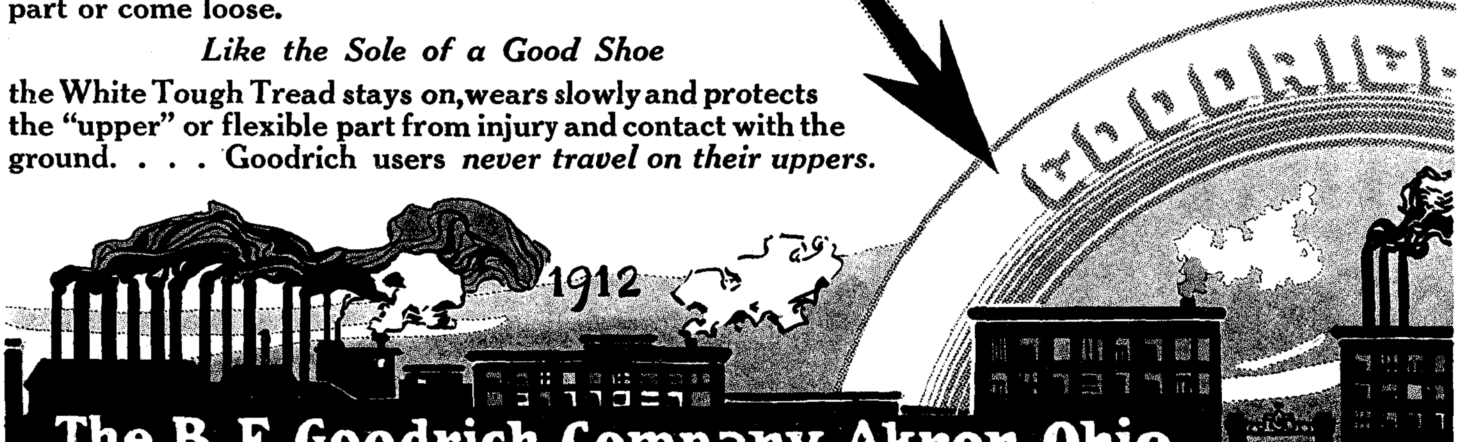
Which will you have this year: *Pleasurable mileage,* from tires that started right and *are* right, together with generous service, or—"just tires"?



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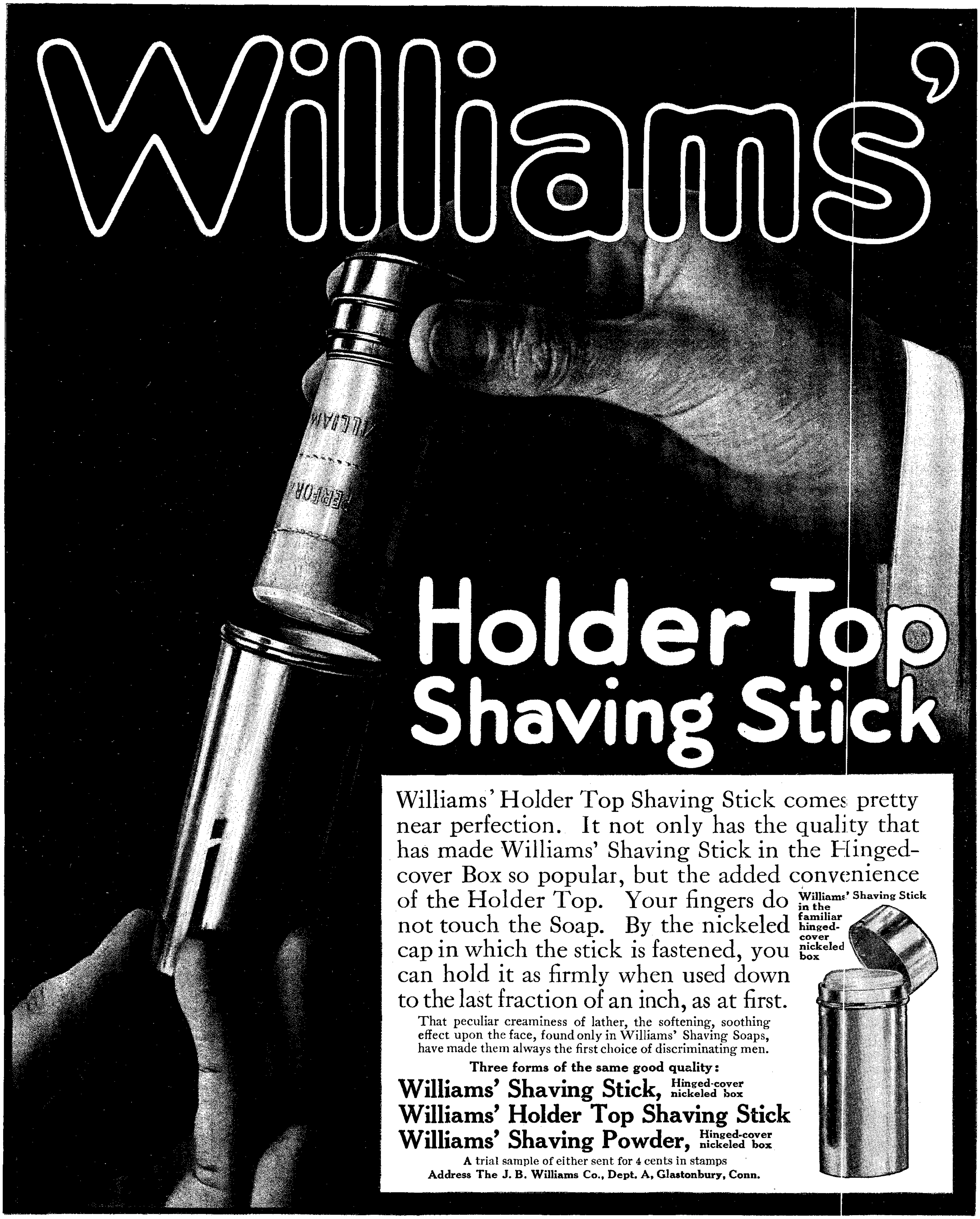
GOODRICH WIRELESS TRUCK TIRES



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